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# Maritime Prepositioning Force Operations

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**U.S. Marine Corps**

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DEPARTMENT OF THE NAVY  
Headquarters United States Marine Corps  
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FOREWORD

A maritime prepositioning force (MPF) operation is the rapid deployment and assembly of a Marine air-ground task force (MAGTF) in a secure area using strategic airlift and forward-deployed maritime prepositioning ships (MPSs).

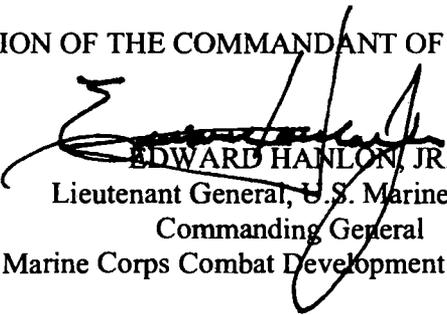
An MPF operation is a mission-tailored, strategic deployment option that is global in nature, naval in character, and suitable for various employment. Maritime prepositioning provides a combatant commander with deployment flexibility and an increased capability to respond rapidly to a crisis or contingency with a credible force. The essential purpose of an MPF operation is to establish a MAGTF fully prepared to execute an employment mission.

Marine Corps Warfighting Publication (MCWP) 3-32/Navy Tactics, Techniques, and Procedures (NTTP) 3-02.3M, *Maritime Prepositioning Force Operations*, provides doctrine, tactics, techniques, and procedures to plan and execute an MPF operation. It is intended for Marine Corps and Navy commanders, their staffs, and other Service commanders and staffs.

MCWP 3-32/NTTP 3-02.3M supersedes Fleet Marine Force Manual 1-5/NWP 3-02.3, *Maritime Prepositioning Force Operations*, September 1993.

Reviewed and approved this date.

BY DIRECTION OF THE COMMANDANT OF THE MARINE CORPS

  
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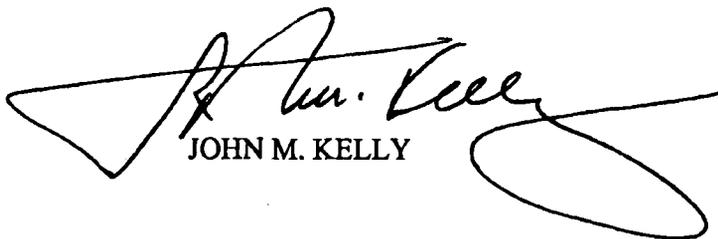


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JOHN M. KELLY



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# CHAPTER 1

## FUNDAMENTALS

The maritime prepositioning force (MPF) Marine air-ground task force (MAGTF) can directly support our national maritime strategy of protecting key naval chokepoints and sea lines of communications (SLOCs). An MPF operation includes the airlift of MAGTF and Navy elements, the Navy support element (NSE), and naval coastal warfare (NCW) units with selected equipment into an arrival and assembly area (AAA) to join with equipment and supplies carried aboard maritime prepositioning ships (MPSs).

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### Echelon of Forces

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Maritime prepositioning provides a combatant commander with deployment flexibility and an increased capability to respond rapidly to a crisis or contingency with a credible force. An MPF operation may consist of one ship interacting with a forward-deployed Marine Expeditionary Unit (MEU); a maritime prepositioning ships squadron (MPSRON) and a Marine Expeditionary Brigade (MEB) fly-in echelon (FIE); or a Marine Expeditionary Force (MEF) falling in on all three MPSRONs. The MPF is one component of the Marine Corps' rapid response capability triad, which also includes the air contingency MAGTF (ACM) and forward-deployed amphibious forces (AFs).

Each triad component can be used separately or integrated to further enhance a combatant commander's options. An MPF operation is an economy of force measure that allows deployment of an appropriate force if a crisis arises. The MPF offers an augmentation capability for amphibious operations, but is not a substitute due to an inherent lack of forcible entry capability. An MPF operation provides a method to rapidly augment a forward-deployed MAGTF, an ongoing amphibious operation or other joint, multinational or combined force operations.

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### Concept

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An MPF operation extends from marshalling through arrival and assembly of the MAGTF to reconstitution of the MPF. The geographic reach of the operation may vary, but the MPF is inherently a strategic or intertheater capability. Execution involves the following:

- Supporting forces such as the United States Transportation Command (USTRANSCOM), specifically the Military Surface Deployment and Distribution Command (SDDC) or the Air Mobility Command (AMC). The SDDC is formerly the Military Traffic Management Command.
- The host nation (HN) and supported/supporting combatant commander's organizations.
- Other deployment support agencies that the situation may demand.

While an MPF operation is conceptually simple, the strategic dimensions, the number of major commands involved as the force transits from theater to theater (from and to combatant commanders), and the intricacies of the Joint Operation Planning and Execution System (JOPES) make the operation extremely complex. The overlap of phases and geographic separations places heavy demands on command elements (CEs).

The scope of the operation may require activating Navy reserves to conduct the offload and Marine Corps reserves to conduct civil affairs and MAGTF operations. Conflicting demands of deployment and employment will dictate a dynamic planning process that must remain responsive to the current situation. Operational planning must begin with a risk/threat assessment to determine if an MPF operation is the appropriate force deployment option. Some planning factors will be determined late in the decisionmaking process because of the remoteness of the deployment area and uncertainty of the situation. Subsequent operations will impact significantly on

execution planning. Commanders must visualize their concept of operations (CONOPS) ashore to determine their arrival and assembly plans, which determine their deployment plans.

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### The Initiating Directive

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An MPF operation begins with the decision to employ the MPF MAGTF. Typically, a combatant commander—in coordination with the Chairman of the Joint Chiefs of Staff (CJCS) and the subordinate component commanders, and as directed by the President or Secretary of Defense (SecDef)—initiates an MPF operation and subsequent MAGTF operations. An initiating directive provides essential information. It is issued by and at the discretion of the establishing authority, a common superior commander of the Commander, Maritime Prepositioning Force (CMPF), and MPF MAGTF commander (see ch. 3).

*The CMPF; MPF MAGTF commander; and the commander, Navy support element (CNSE) must quickly determine the requirements and work with higher headquarters to ensure sufficient information and guidance is provided for rapid and efficient execution. If an MPF operation augments an amphibious operation, the MPF mission and appropriate command relationship guidance is included in the amphibious operation initiating directive.*

Planning is continuous, but the execution phase actually begins with assigning a specific mission. Terminating the arrival and assembly phase occurs when all prerequisites in the initiating directive are met and the MAGTF is established ashore. The MAGTF is established ashore when adequate equipment and supplies are offloaded and issued to arriving units; the MAGTF's command and control (C2) capabilities are established; and the MAGTF commander is ready to execute the mission.

The MAGTF commander will report mission readiness to the establishing authority upon termination of the arrival and assembly phase.

Subsequent MAGTF operations ashore are separate from an MPF operation. After the MAGTF mission is completed, the MPF focus shifts to the reconstitution of maritime prepositioning equipment and supplies (MPE/S) aboard the effected MPSRON.

If a separate initiating directive is not published; e.g., during crisis situations or if issued late in the planning process, naval commanders involved in MPF operations will have to act upon information given in alert/warning/execution orders. From this information an initiating directive may be formulated and recommended to the establishing authority for approval and promulgation. These orders often do not contain detailed information specific to the MPF. (App. A is a sample format that contains the “who, what, when, and where” guidance.)

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### Forward Presence and Crisis Response

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Development of the naval force structure derives from the national military strategy (NMS), two tenets of which are forward presence and crisis response. Reinforcing US forward-deployed forces and multinational partners and projecting combat power across the range of military operations is an essential ingredient of the NMS.

MPSRONs are strategically based around the globe (see fig. 1-1). Naval forces can link-up with them in an operational area in a matter of days. This capability demonstrates commitment, reinforces alliances, enhances regional stability, promotes US influence and access, and is especially responsive to regional crises or natural disasters.

The MPF is designed to respond independently or with other forces to a variety of regional crises. The MPF provides a quick and credible response to deter an escalation in hostilities or engage decisively if deterrence fails.

The essential contribution of an MPF operation is mobility and flexibility, allowing a quick

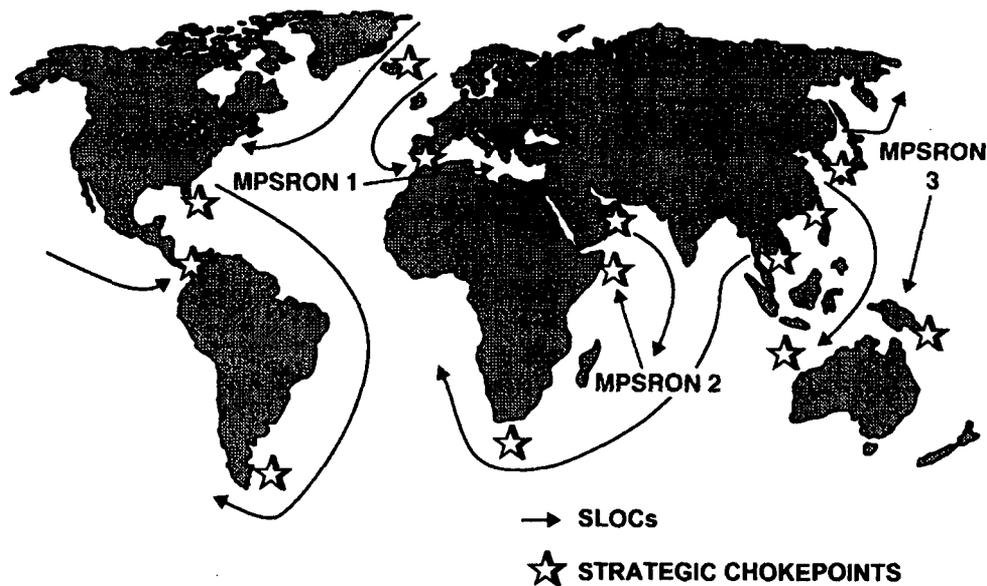


Figure 1-1. MPSRON Operational Locations.

concentration of forces in a specific area. The MPF permits rapid deployment into secure areas where force introduction is essentially unopposed and is expected to remain so through the arrival and assembly phase. The MPF enables MAGTF employment as follows:

- Augment an amphibious deployment or operation.
- Occupy or augment an advanced base.
- Defend key chokepoints along SLOC.
- Establish a blocking position for offensive and defensive operations.
- Reinforce multinational partners with a credible force before hostilities, and sustain relations with routine exercises and operations.
- Establish a sizable force ashore to enable closure of additional forces.
- Deter potential adversaries by positioning MPSs and alerting Marine and Navy forces (NAVFOR).
- Provide a rapid peacetime response in support of foreign humanitarian assistance and civil support.
- Provide economy of force through reduction of strategic airlift requirements, and reduction or elimination of the need to employ AFs capable of forcible entry to a contingency that does not require such force.

- Augment fleet defense by providing tactical air support from ashore.

### Establishing the MPF MAGTF Ashore

The essential requirement for an MPF operation is a secure environment that allows for the arrival and offload of ships and aircraft and joining personnel and materials for force standup. To establish the MPF MAGTF ashore, the following conditions are required:

- A secure environment from initiation of strategic deployment through completion of arrival and assembly.
- Adequate strategic airlift and aerial tanker support.
- Adequate offload forces; i.e., MAGTF and NSE.
- Sufficient airfield space for Marine Corps tactical aircraft, operational support airlift, AMC aircraft and civil reserve air fleet (CRAF) operations, and throughput capability to support the intended air-flow.
- An ample port and/or beach area for timely offload and throughput. The port must have sufficient water depth, overhead clearance, and maneuver room to admit MPSs. Beaches and

approaches ship-to-shore (STS) must be evaluated for hydrographic support and swept for mines and other hazards.

- A suitable transportation network between the port and/or beach, airfields, and assembly areas to permit timely arrival and assembly of airlifted units with sealifted equipment and supplies. This may include railroads, barge traffic, and pipelines.
- Adequate force protection capabilities to meet any potential threat in the AAA.

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## NMS

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MPF is a key asset in the NMS by providing regional focus, an adaptive planning capability; i.e., tailoring forces for a particular circumstance, and force presence options. Through regional focus, each MPSRON and the forces from the associated MEF can respond worldwide, but remain especially responsive to the theaters that are designated as those of a possible major theater war (MTW) or small scale contingencies (SSCs) or those supported by operation plans (OPLANs) or contingency plans (CONPLANs).

The purpose of this adaptive planning process is to provide leaders with a range of preplanned options to clearly demonstrate US resolve, deter potential adversaries, and deploy and employ forces to fight and win, quickly and decisively. As a military component of these options, the MPF provides a combatant commander with a wide range of capabilities to size the force for a particular mission.

Force presence options exist because the MPSRONs are forward-deployed and serve as an ever-present reminder of US capability and resolve. When teamed with amphibious or other forward-deployed naval forces, the MPF can enhance a force presence with potent complementary capabilities easily recognized by a potential adversary.

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## Rapid Response

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The goal of an MPF operation is to establish a MAGTF ashore as rapidly as possible and for it

to be fully operational within 10 days or less following initiation of the offload. Achieving this goal requires positioning the MPF in areas of concern so that the chief constraint on force deployment is airlift, not sealift closure.

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## Flexible Command Relationships

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The establishing authority will promulgate command and supporting/supported relationships. Relationships should be as consistent as possible to ensure continuity and reduce potential confusion. However, relationships must be flexible to support all MPF phases and respond to new requirements.

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## Sustainment of the MPF

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Sustainment of the MAGTF comes from a combination of prepositioned and airlifted materiel. An MPF MEB is a capable force of Marines, Navy, and naval support personnel that, using a full MPSRON, can be sustained for 30 days. The MAGTF may be sustained ashore longer or less depending on the size of the force, the number of MPSRONs supporting that force, and the following variables:

- Inclusion of an aviation logistics support ship (T-AVB).
- Follow-up shipping.
- SLOCs length.
- Host-nation support (HNS).

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## Types of MPF Operations

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### Independent

Independent operations are those where the MPF MAGTF becomes part of a joint task force (JTF) that involves no other Marine Corps forces (MARFOR) or those where the MPF as the JTF supports allies. The key identifier is that the MPF

MAGTF remains an independent entity that is not subsumed into another MARFOR, although the MPF MAGTF commander may be dual designated as the MARFOR commander in the area of operations (AO).

## Augmentation

Augmentation, as defined in Joint Publication (JP) 1-02, *Department of Defense Dictionary of Military and Associated Terms*, is the transfer of forces to the operational control of a supported commander during execution of an operation. MPF augmentation operations are those where the MPF MAGTF supports an existing MARFOR or AF.

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## Phases

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### Planning

The planning phase begins upon receipt of the alert/warning order and is characterized by two planning methodologies: deliberate planning and crisis action planning (CAP). Deliberate planning is ongoing, preparing for future, hypothetical military operations. CAP is conducted to respond to present situations that might require a US military response (see ch. 5).

### Marshalling

Units organize and complete final preparations to deploy, including preparing personnel and equipment, moving to an aerial port of embarkation (APOE), staging, and loading aboard aircraft. The marshalling phase begins on arrival of the first unit at a designated marshalling point and ends on departure of the last unit from a departure airfield (see ch. 6).

### Movement

The movement phase entails moving forces by air and sea to the AAA. It begins on lift-off of the first aircraft from the departure airfield or

when the first MPF ship transits to the AAA. This phase ends when the last FIE aircraft arrives in the AAA and the last ship arrives at the offload point.

### Arrival and Assembly

The arrival and assembly phase begins on arrival of the first MPF ship or first aircraft of the main body at the designated AAA. This phase ends when adequate MPE/S are offloaded and issued to awaiting units, C2 is established, and the MAGTF commander reports that all essential MAGTF elements of the MPF are combat-ready (see ch. 7). The arrival and assembly phase includes the following:

- Prepare the AAA.
- Receive MAGTF, US Navy (USN), and US Coast Guard (USCG) personnel and equipment at nearby airfields.
- Coordinate arrival and offload of equipment and supplies from MPSs.
- Issue MPE/S to arriving units.
- Provide local force protection for arrival and assembly.
- Establish the MAGTF's combat capability (force standup).
- Prepare the MAGTF mission; e.g., moving the MAGTF to the tactical assembly area (TAA) or the line of departure (LD).

### Reconstitution

The MPSRON is methodically restored to its original strength or properties and full operational capability. Reconstitution is conducted as rapidly as possible after the MAGTF completes its mission (see ch. 8).

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### Force Protection

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Force protection impacts on employment, CONOPS, planning, movement of forces, and all activities in the AAA (see ch. 10).



# CHAPTER 2

## AUTHORITIES

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### President or SecDef's Guidance

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- Provide a mission statement to the joint staff (JS).
- Direct augmentation of an amphibious deployment or operation.
- Provide general guidance/approval of rules of engagement (ROE).
- Consider requests for mobilization and activation of reserves after consulting with JS and Service chiefs.
- Direct support from other departments and agencies.
- Provide an initial decision to deploy or employ forces.

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### CJCS

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As the principal military advisor to the President and SecDef, the CJCS provides comments and recommendations on military options and forces available, including MPF employment, as recommended by a combatant commander. Responsibilities follow:

- Issue appropriate orders to combatant commanders in accordance with the crisis action system/JOPES.
- Task and coordinate Services, subordinate Department of Defense (DOD) agencies and appropriate unified commands; e.g., USTRANSCOM.
- Recommend interdepartmental linkages between operational forces and support agencies.
- Coordinate and provide advice to the President or SecDef on ROE.
- Recommend to the President or SecDef activating reserves as required; e.g., to augment MAGTF, NSE, and NCW units.
- Supervise interunified command coordination.

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### Military Services

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- Administers, equips, trains, and supports forces provided to the unified commands.
- Supports Service components.
- Activates reserves as directed by the President or SecDef.
- Exercises administrative control (ADCON) of forces through Service components.

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### Combatant Commanders

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An MPF operation is conducted under the command of a combatant commander. Combatant command (command authority) (COCOM) is the authority of a combatant commander to perform those functions of command over assigned forces involving organizing and employing commands and forces; assigning tasks; designating objectives; and giving authoritative direction over all aspects of military operations, joint training, and logistics to accomplish assigned missions. Direct communication between supported/supporting combatant commanders is essential for clear understanding of what is required and what each contributes.

### Supported Combatant Commander

A supported combatant commander is the commander in whose area of responsibility (AOR) the operation will take place. Responsibilities follow:

- Determine military options and force requirements.
- Execute the President- or SecDef-issued orders.
- Coordinate and facilitate HNS.
- Issue specific ROE within the AOR.
- Coordinate overall security and protection of assigned forces.
- Allocate resources.
- Coordinate with Commander, USTRANSCOM and supporting agencies and commands.

- Designate the commander responsible for conducting the MPF operation with Marine and Navy Service component commanders.
- Determine, in broad terms, where the MPF operation is to occur.

### **Supporting Combatant Commander**

A supporting combatant commander provides personnel, equipment, supplies, and services to a supported combatant commander. Responsibilities follow:

- Provide employment options input to the supported combatant commander.
- Provide forces and/or support as required.
- Pass HNS requirements of the MPF to a supported combatant commander if appropriate.
- Issue specific ROE within their assigned AOR.
- Provide and coordinate force protection for the MPF and supporting forces in their assigned AOR.
- Coordinate allocating resources with the supported combatant commander and the Commander, USTRANSCOM.
- Provide for exchange and support of liaison linkages with the supported combatant commander.

### **Joint Force Commander**

Joint force commander (JFC) is a general term applied to a combatant commander, subunified commander, or joint task force commander authorized to exercise combatant command (command authority) or operational control over a joint force. (JP 1-02).

### **Commander, Marine Corps Forces**

The Commander, Marine Corps forces (COMMARFOR) is the Service component commander to a JFC. COMMARFOR responsibilities follow (per JFC direction):

- Provide recommendations on Marine forces employment.
- Coordinate planning efforts.
- Provide deployment support, such as coordinating with Commander, USTRANSCOM and other supporting commands.

### **Fleet Commander or Commander, Naval Forces**

At the direction of the combatant commander, the fleet commander or the commander, naval forces recommends fleet employment options to the combatant commander and designates and activates supporting naval forces.

### **Subordinate Naval Forces Type Commanders**

Type commanders (TYCOMs) are specific administrative commands that prepare forces for operations. MARFOR commanders function as TYCOMs. Unlike Navy TYCOMs, however, they retain an operational capability and are subject to the operational chain of command of the fleet commander.

### **Commanders, MARFORs**

The Commander, Marine Corps Forces, Atlantic (COMMARFORLANT), and Commander, Marine Corps Forces, Pacific (COMMARFORPAC), provide administrative support to train and deploy their MEFs.

### **Commanders, Naval Surface Forces**

The Commander, Naval Surface Force, Atlantic (COMNAVSURFLANT) or Commander, Naval Surface Force, Pacific (COMNAVSURFPAC) allocates forces as follows:

- Commander, amphibious group.
- Naval beach group (NBG) and its subordinate units.
- NCW group and its subordinate units.

### **Commander, Naval Air Forces**

The Commander, Naval Air Force, Atlantic or the Commander, Naval Air Force, Pacific provides support of Marine aviation to include ammunition.

### **Commander, Military Sealift Command**

The Commander, Military Sealift Command (COMSC) provides administrative direction and

support of the MPSRON through close coordination with civilian operating companies to satisfy extraordinary requirements generated by operational considerations. The COMSC also exercises ADCON via Military Sealift Command (MSC) area commanders to coordinate logistics and administrative support for MPSRONS (personnel training, material readiness, doctrine, ship characteristics, and budget). The COMSC also provides deployment support.

### **Commander, Naval Construction Forces Command**

The Commander, Naval Construction Forces Command allocates the naval construction regiment (NCR), naval mobile construction battalions (NMCBs), and underwater construction teams (UCTs).

### **Commander, Naval Expeditionary Logistics Support Force**

The Commander, Naval Expeditionary Logistics Support Force allocates forces such as the Navy cargo handling and port group (NAVCHAPGRU).

### **Commanding Officer, Fleet Hospital Support Office**

The Fleet Hospital (FH) Support Office facilitates the call-up of personnel and support required to establish the FH in the AO.

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## **Operational Commanders**

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### **Commanding General, MEF**

- Plan, execute, and support MAGTF operations.
- Establish postures of units and elements for MPF deployment. Readiness, preparation, and support of units and elements are the responsibility of the parent division, wing, force service support group (FSSG) or other major subordinate commands as the MEF commander may designate.

- Liaison with Commander, USTRANSCOM and other supporting commanders.
- Determine and assign the appropriate MAGTF.
- On receipt of warning or alert order, shift OPCON of assigned forces to the MAGTF.
- Review the MAGTF commander's proposed course of action (COA), commander's estimate, CONOPS, and employment and deployment plans.
- Activates the force movement control center (FMCC).
- Direct activation of the logistics movement control centers (LMCCs) and other movement control organizations.
- Coordinate force deployment and sustainment provided to the MAGTF commander by external MEF commands and agencies. This includes the airlift requirements of naval elements supporting the MAGTF; e.g., NSE or NCW. Sequencing naval support units must be phased into the AAA to support the force standup of the MAGTF. The MAGTF commander must decide the appropriate deployment window for these units. Normally, NSE and NCW units are part of the advance party.
- Provide liaison to external commands and agencies.
- Provide public affairs guidance.
- Evaluate existing plans to determine if they can serve as a base point; identify units available for deployment tasking.
- Assist the MAGTF commander with review of applicable deployment database development guidance provided by higher headquarters.
- Respond to direction from higher headquarters to plan task organization and establish or revise the deployment database.
- Assist the MAGTF commander in analysis of time-phased force and deployment data (TPFDD) plans for COA development.
- Participate, as directed, in the COA development process of a supported combatant commander.
- Direct and/or coordinate deployment database development to include TPFDD and prioritization of forces/sustainment.

- Determine mode and source of transportation for all movement segments in the TPFDD (origin to port of embarkation [POE], POE to port of debarkation [POD], POD to destination) for each COA.
- Direct and coordinate preliminary determination of quantities of basic prescribed loads and accompanying supplies, and initiate preparations for release of war reserve material through the war reserve system (WRS).
- Coordinate Marine Corps base (MCB) and Marine Corps air station (MCAS) support to deploying MPF elements.

### Numbered Fleet Commanders

Numbered fleet commanders (2d, 3d, 5th, 6th, and 7th fleets) perform the following tasks at the direction of JFC, Service or functional component commander or other appropriate authority:

- Designate the CMPF.
- Exercise OPCON over assigned NAVFOR.
- Identify additional support requirements to higher authority.
- Task-organize NAVFOR.
- Request, coordinate, and direct support forces.
- Provide force protection for NAVFOR and the MPSRON.

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### Supporting Organizations

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#### USTRANSCOM

This command coordinates strategic deployment of forces assigned to or in support of the unified commander, including coordinating en route aerial refueling of MAGTF self-deploying aircraft and strategic airlift.

#### AMC

The AMC may provide en route aerial refueling for the MAGTF's fixed-wing (FW) self-deploying aircraft. The Marine aircraft wing (MAW) Self-Deploying Aircraft Control Center (SDACC) will coordinate en route aerial refueling with the AMC and Air Combat Command.

#### MSC

The MSC is responsible for ADCON and support of MPSRONS.

#### SDDC

The SDDC coordinates common user surface transportation within the continental United States (CONUS) and common user ports worldwide.

#### Supporting Establishments

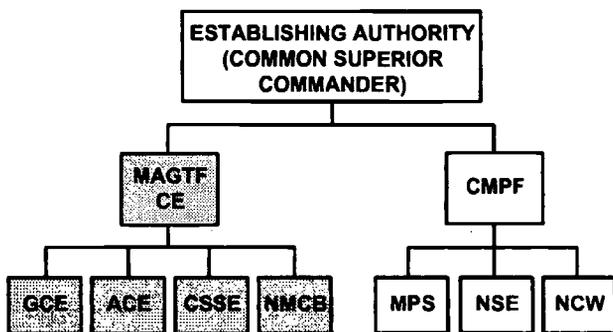
Marine Corps and Navy supporting and shore establishments support deployment of forces as directed and/or coordinated by appropriate authority.

The Marine Corps Logistics Command (MARCORLOGCOM), Albany, GA has primary responsibility for the material readiness of maritime prepositioned material before its commitment in an MPF operation. This includes contract maintenance and logistics support of MPE/S aboard the MPSRON and providing a technical assistance and advisory team (TAAT) for transitional assistance to employing forces. MARCORLOGCOM has delegated Blount Island Command (BICmd) as the executive agent for MPF maintenance operations.

# CHAPTER 3

## COMMAND RELATIONSHIPS

An MPF is a temporary organization set forth by an establishing authority. At a minimum, it is comprised of a MAGTF with assigned naval forces under the MAGTF CE, and an MPSRON, NAVFOR, and naval forces under the command of the CMPF (see fig. 3-1). Any MAGTF can employ the MPE/S in the MPSRON. Figure 3-1 represents a typical organization for independent operations (see Chapter 1). The organizational structure and command relationships for an MPF operation which augments an amphibious operation will be defined in the initiating directive for the amphibious operation in accordance with JP 3-02, *Joint Doctrine for Amphibious Operations*.



**Figure 3-1. MPF Organization (Independent Operation).**

The establishing authority may be a combatant commander, an existing JTF commander or a subordinate unified commander. The establishing authority deploys and employs the MPF. As the establishing authority delegates responsibility for the MPF operation and the MAGTF employment mission, it normally has operational control (OPCON) of all assigned forces and the authority to exercise general direction of the supporting effort. Some responsibilities follow:

- Issue the initiating directive.
- Establish command relationships within the MPF.

- Designate the time to start moving the MPSRON and the FIE.
- Approve arrival and assembly and reconstitution plans.
- Coordinate intelligence collection, processing, and dissemination.
- Establish the force protection operations center (FPOC) and designate a force protection officer (FPO) to coordinate and integrate all force protection functions and activities.
- Designate force protection functions to appropriate subordinates. Airward force protection responsibilities may be delegated, retained or subsumed by higher headquarters depending on forces available.
- Approve terminating the MPF operation.
- Coordinate force disposition instructions when the MPF operation is completed.

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### Tactical Control and Support

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There are four command relationships: COCOM, OPCON, tactical control (TACON), and support. COCOM can only be exercised by combatant commanders and cannot be delegated. OPCON, which is inherent in COCOM, can be delegated, as can TACON and support. In MPF operations, the establishing authority may be delegated OPCON or TACON of the MAGTF commander and CMPF by the combatant commander. The establishing authority is responsible for establishing command relationships and the C2 structure for the MPF operation.

The command relationship established between the MAGTF commander and the CMPF is a key decision. It should provide for unity of effort, simplicity, and flexibility across the MPF operation phases. It should be clearly defined and based upon the establishing authority's assessment of

mission requirements. While the establishing authority normally has OPCON or TACON of subordinate forces, the relationship between the CMPF and MAGTF commander is normally supported/supporting. It reflects the same relationship between the commander, amphibious task force and the commander, landing force described in JP 3-02. Where possible, the MAGTF and CMPF should work closely with the establishing authority to ensure the initiating directive reflects the MAGTF/CMPF command relationships best suited for all phases of the operation.

The establishing authority is responsible for ensuring that the supported and supporting commander understand the degree of authority the supported commander is granted (JP 0-2).

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## **MPF MAGTF**

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An MPF MAGTF is comprised of four core elements: CE, ground combat element (GCE), aviation combat element (ACE), and the combat service support element (CSSE). The MPF MAGTF contains these elements plus the NMCB. The NMCB provides deliberate engineering support to the MAGTF, including major horizontal and vertical construction, facilities repair, and other general engineering support.

### **CE**

The CE is the MAGTF headquarters, consisting of the MAGTF commander and staff. The CE provides C2 and coordination to effectively plan and execute operations by the other three MAGTF elements.

### **GCE**

The GCE is built around an infantry unit. It includes combat support units such as artillery and armor.

### **ACE**

The ACE is task-organized to provide all or part of the functions of Marine Corps aviation based on the MAGTF mission and size. The expeditionary airfield (EAF) is controlled by the ACE. The EAF's primary function is to provide a tactical airfield for Marine Corps aircraft. Secondary missions are to increase the sortie generation rate for carrier naval aviation and provide a terminal for sustainment for strategic and intratheater airlift.

### **CSSE**

The CSSE is task-organized to provide the full range of combat service support (CSS).

### **NMCB**

The NMCB provides a standardized and interoperable construction capability using various packaged equipment modules called T/A-57. T/A-57 contains three core modules (T/A-91), one basic module (T/A-92), and one heavy module (T/A-93). Each core module contains civil engineering support equipment (CESE), tool assemblies, and support gear for 250 Navy construction engineers (SEABEES). The basic module and one core module contain major vertical construction capabilities. The heavy module and one core module contain major horizontal construction capabilities. The NMCB table of organization and allowance is comprised of T/A-57 plus the FIE. The NMCB can also serve as the forward echelon for a larger NCR deployment.

### **UCT**

The UCT provides trained personnel and equipment to provide underwater engineering, construction, repair, and inspection. UCT deployment is directed by the respective fleet commander via the NCRs. Before an MPS offloads, the UCT can deploy an element of seven personnel and 12 short tons of equipment to inspect piers, beaches, and anchorages for suitability, battle damage, and obstructions before arrival and assembly operations.

Equipment includes the following:

- Underwater weight-handling equipment.
- Underwater construction tools.
- Self-contained underwater breathing apparatus and surface-supplied diving equipment.
- Bathymetric survey equipment.
- Safety equipment.

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### **MAGTF Commander**

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The MAGTF commander has OPCON of Marine Corps and OPCON or TACON of attached NAVFOR. Responsibilities follow:

- Prepare an arrival and assembly plan in coordination with the CMPF.
- Establish the arrival assembly operations group (AAOG).
- Coordinate with the CMPF on the time-phased arrival of MPF elements and control measures within the AAA.
- Plan and coordinate strategic airlift of the FIE including the NSE.
- In some cases, designate the landward security officer (LSO) or assigns LSO tasks to a subordinate commander.
- Recommend, in coordination with the CMPF, termination of the MPF operation to the establishing authority.
- Establish the movement control center (MCC).
- Assign liaison personnel to the movement control agencies.
- Coordinate embarkation of forces aboard ships, strategic airlift, and intratheater lift.

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### **CMPF**

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The CMPF is identified in the initiating directive, and has OPCON of all MSC and NAVFOR

assigned to the MPF, except those NAVFOR attached to the MAGTF. The CMPF and staff originate from a standing Navy organization complete with C2 capabilities; e.g., amphibious groups, amphibious squadrons or NBGs. Responsibilities follow:

- Coordinate the establishment of an FH with the FH program manager if the MPF mission so requires.
- Coordinate airlift of NSEs with the MAGTF commander.
- Coordinate time-phased arrival of MPF elements and control measures within the AAA with the MAGTF commander.
- Designate the seaward security officer (SSO).
- Coordinate termination of the MPF operation with the MAGTF commander.

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### **Commander, MPS Squadron**

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An MPSRON consists of a group of civilian-owned and civilian-crewed ships chartered by the MSC loaded with prepositioned equipment and 30 days of supplies to support a MAGTF.

The commander, MPS squadron (COMPSRON) is the principal advisor to the CMPF. Responsibilities follow:

- Provide technical assistance for operations involving the MPSRON.
- Evaluate readiness of assigned ships.
- Conduct MPF planning and operations as directed.
- Conduct C2 training.
- Develop and improve operational procedures for MPSRON support.
- Monitor contractor arrangements for support of assigned ships.
- Develop self-defense/internal ship security and request support.

- Act as the MSC executive agent in base support matters.
- Serve as a consular representative for merchant marine matters.
- Coordinate port service requirements for the MPSRON.
- Support security in the AAA as directed by the CMPF/SSO.
- Arrange refueling of the MPSRON.
- Provide billeting and messing for the offload preparation party (OPP) and offload control unit (OCU).

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## CNSE

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The CNSE commands elements of the NBG, NAVCHAPGRU, and others as assigned. The CNSE and associated staff originate from the NBG, complete with organic C2 capabilities. Responsibilities follow:

- Participate in offload planning and conducting the offload in coordination with the MAGTF commander and COMPSRON.
- Coordinate activities between the beach party team (BPT) and the landing force support party (LFSP).
- Exercise OPCON over United States Marine Corps (USMC) OPPs and debarkation teams provided by the MAGTF.
- Recommend naval reserve augmentation requirements to the fleet combatant commander via the CMPF.

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## Commander, NCW Unit

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The NCW unit is sourced from one of two NCW groups (East or West Coast). It consists of reservists and active duty personnel from USN and USCG units. The NCW unit participates in force protection planning and operations as directed by the CMPF, recommends naval reserve augmenta-

tion requirements to the fleet commander via the CMPF, and exercises OPCON over the following subordinate elements comprising the NCW:

- The harbor defense command unit (HDCU) is a deployable command, control, communications, computers, and intelligence (C4I) unit whose core purpose is to provide the harbor defense commander's command center staff. The HDCU uses a reserve-mobile ashore support terminal (R-MAST) system that provides an extensive C4I capability.
- The mobile inshore undersea warfare unit (MIUWU) is a deployable mobile tactical element comprised of surveillance and command, control, and communications (C3), mobility, logistics, and administrative support elements.
- The inshore boat unit (IBU) is a deployable, armed, small craft unit that provides small craft security support.
- The port security unit (PSU) consists of USCG personnel and six deployable, armed, high-speed small craft that conduct harbor defense/port security operations.

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## Commanding Officer, FH

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The FH aboard the MPF is a USN asset. If offloaded and established in the AO, the FH commanding officer will report to that theater's naval component commander. It provides Level III health service support and general medical support through a modular, rapidly erectable 500-bed hospital for all ground forces as coordinated during planning.

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## Establishing Supported and Supporting Roles

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In a broad sense, the CMPF supports the MAGTF. When a support relationship is established, it will typically vary by phase of the

operation per the initiating directive. It is incumbent upon the establishing authority to make clear in the initiating directive the requirements for the supported and supporting mission, and the parameters for transitioning this command relationship. If possible, the CMPF and MAGTF should work with the establishing authority to ensure CMPF/MAGTF relationships reflect those that best support each phase of the MPF operation. It also includes the following:

- Forces and other resources allocated to the supporting effort.
- Time, place, level, and duration of the supporting effort.
- Relative priority of the supporting effort.
- Authority (if any) of the supporting commander to modify the supporting effort in an exceptional opportunity or an emergency.
- The degree of authority granted to the supported commander over the supporting effort.

Likely MPF command relationships, responsibilities, and actions by phase follow.

### Planning Phase

The MAGTF commander and the CMPF report to the establishing authority for planning as follows:

- MAGTF commander: OPCODEN to MARFOR.
- CMPF: OPCODEN to the naval forces/numbered fleet commander.
- NMCB: OPCODEN to the MAGTF commander.
- COMPSRON; CNSE; commander, Naval Coastal Warfare (CNCW) unit; and FH commander's report to the CMPF as follows:
  - COMPSRON: OPCODEN to the numbered fleet commander, ADCON to the COMSC through the MSC area commander.
  - CNSE: OPCODEN/ADCON to the numbered fleet commander.
  - CNCW unit: OPCODEN/ADCON to the numbered fleet commander.

- FH commander: OPCODEN to the numbered fleet commander.
- MAGTF commander publishes the operation order (OPORD), arrival and assembly plan, and the deployment letter of instruction (LOI). (See app. B for a sample OPORD format and app. C for a sample arrival and assembly format. App. C is prepared by the MAGTF with the CMPF.)
- MAGTF commander and the CMPF coordinate departure of survey, liaison, and reconnaissance party (SLRP) and the OPP.

### Marshalling Phase

- CMPF and the MAGTF commander are change of OPCODEN (CHOP) or TACON to the establishing authority.
- COMPSRON, CNSE, CNCW unit, and FH commander are CHOP to the CMPF.
- CMPF coordinates marshalling of the NSE, the NCW unit, and other naval elements that may be attached, with the MAGTF.
- CNSE assigns personnel to the SLRP and OPP and coordinates with the MAGTF commander for marshalling and movement.
- MAGTF commander has OPCODEN of all assigned MAGTF elements.
- MAGTF commander assembles the SLRP and OPP for movement.
- MAGTF commander coordinates, assembles, and supports airlift of the MPF FIE with AMC and the tanker airlift control element (TALCE) via the supporting FMCC departure airfield control group (DACG) at the APOE.
- COMPSRON continues coordination with the MAGTF commander and the CMPF.

### Movement Phase

- CMPF coordinates movement of the COMPSRON.
- MAGTF commander coordinates movement of all FIE elements.

### **Arrival and Assembly Phase**

- MAGTF commander retains OPCON of all MAGTF elements and provides forces TACON to or in support of the CMPF for the offload.
- CMPF retains OPCON of assigned Navy elements and the MPSRON and conducts offload operations according to the MAGTF commander's priorities.
- FH commander, upon offload and staffing, becomes OPCON to the theater naval component commander (NCC) who is responsible for its movement, set-up, and support.
- CNSE conducts the ship-to-shore movement of MPE/S.
- MAGTF commander is responsible for the throughput of MPE/S from the beach and port to the unit assembly areas (UAAs).
- MAGTF commander prepares for the employment mission.

The arrival and assembly phase ends when the MAGTF commander is prepared to undertake the MAGTF employment mission. The MPF operation resumes—although reconstitution planning continues—when the MAGTF employment mission concludes and the establishing authority authorizes the

MAGTF commander and CMPF to begin the reconstitution phase.

### **Reconstitution Phase**

The MAGTF commander and the CMPF coordinate the reconstitution of the MPSRON. Reconstitution must be accomplished as efficiently and effectively as possible. The MAGTF commander and the CMPF coordinate and support the redeployment of the MPF.

MPF-related command relationships depend on who the CJCS tasks to execute the reconstitution and where it takes place. Reconstitution may occur in the AOR, outside the AOR or at an interim maintenance site. The C2 structure in reconstitution is unique because of the participation of personnel in the AOR from the operation and Navy and Marine Corps supporting establishments from CONUS. Key participants during reconstitution in the AOR will normally be the supported MARFOR responsible for the reconstitution; the MEF MPF cell; the designated CMPF; the reconstitution special purpose MAGTF (SPMAGTF)/combat service support detachment (CSSD) assigned to execute; and the TAAT provided by MARCORLOGCOM (BICmd) to assist (see ch. 8).

# CHAPTER 4

## READINESS

Maritime prepositioned stores are maintained by contract maintenance teams (CMTs) aboard the MPSRON. MPSs have dehumidified, temperature controlled storage and built-in maintenance shops and spaces. During ship recertification for inspection, MPE/S is offloaded for testing, maintenance, modification, and rotation.

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### Headquarters, Marine Corps Responsibilities

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In coordination with the Office of the Chief of Naval Operations (OPNAV), Headquarters, Marine Corps (HQMC) exercises overall supervision of MPE/S readiness. The Commandant of the Marine Corps (CMC) exercises these responsibilities through Commander, Marine Corps Logistics Command (COMMARCORLOGCOM) (BICmd) and operating forces commanders. Specific responsibilities follow:

- Establish policy for administration, control, and use of MPE/S.
- Establish and maintain MPE/S equipment lists and implement all required changes.
- Provide a single point of contact for problem resolutions that require decisions at the Service or DOD level.
- Establish and conduct periodic inspections of embarked assets.

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### COMMARCORLOGCOM (BICmd) Responsibilities

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The COMMARCORLOGCOM (BICmd) has primary responsibility for material readiness of

MPE/S before an exercise or contingency. This includes administrative control, asset maintenance, and logistics support of MPE/S. Responsibilities follow:

- Administer the maintenance contract for USN (based on inter-Service support agreements [ISSA]) and Marine Corps equipment aboard MPSs. Civilian personnel, provided by the Marine Corps maintenance contractor (MCMC), comprise the CMT. Control of the CMT is exercised through the contracting officer's representative (COR), who works directly for COMMARCORLOGCOM. Each MPSRON has a COR embarked.
- Account for all prepositioned MPE/S and custodial responsibility for all other embarked assets to include aviation ground support equipment (AGSE) and by ISSA NSE equipment.
- Coordinate the replacement of unserviceable assets, stock rotation, addition of new items or deletion of assets.
- Provide quality assurance (QA) teams for contract compliance.
- Coordinate equipment issue and return from units employing MPE/S during exercises or operations.
- Assign designated equipment and personnel to support offload and onload during all scheduled maintenance, exercises, and ship recertification cycles. Requirement determination is established with applicable force commanders.
- Ensure applicable force commanders have ready access to the status of assets; that readiness reports are accurate and timely; and that supply and maintenance files are updated quarterly as equipment and/or MPF maintenance cycle (MMC) cycles occur.

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## Shipboard Maintenance

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MARCORLOGCOM is responsible for contract administration and coordination of shipboard maintenance activities. MARCORLOGCOM (BICmd) has overall responsibility for quality control and QA. QA is defined as the inspection and monitoring of the contractor's efforts by MARCORLOGCOM (BICmd). The quality control program is conducted aboard ship. It is the contractor's responsibility to ensure efforts meet established standards.

CMTs will have maintenance and supply skills in commodity areas for maintenance of ground equipment. With shipboard maintenance shops and spaces, complete tool kit test sets, and spare parts, CMTs can perform fourth echelon maintenance on most equipment. Space aboard ship may impose some limitations as will embark configuration, personnel skill deficiencies, and spare parts availability. CMTs will have a special operational stock of spare parts. Under normal conditions, Class IX embarked for contingency use will not be used. All supply support for CMTs will be through MARCORLOGCOM. When maintenance is required beyond the capabilities of CMTs, a decision will be made by MARCORLOGCOM on the disposition of the item. Other tasks assigned to CMTs follow:

- Inventory and surveillance of equipment and supplies.
- Modification of equipment.
- Preventive maintenance.
- Exercise of equipment within space limitations.
- Maintenance of technical libraries.
- Maintenance of the applicable supply and maintenance data systems.
- Maintenance of applicable equipment manual record.
- Conducting joint limited technical inspections (JLTIs) before accepting the equipment back aboard the MPSs.

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## COMMARFORs' Responsibilities

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COMMARFORs monitor material readiness of MPE/S through reports received from COMMARCORLOGCOM (BICmd) and through access to supply and maintenance files. Other responsibilities follow:

- Ensure that COMMARCORLOGCOM (BICmd) and HQMC are included in all plans that affect MPE/S.
- Establish liaison with the COMMARCOLOGCOM (BICmd) for withdrawal of specified MPE/S as required.
- Review applicable equipment lists for MPE/S and recommend changes.
- Make recommendations for modernization of embarked assets.
- Assume responsibility for withdrawn MPE/S and associated maintenance of assets while employed for exercises or operations.
- Perform required inspections before turnover, and accept responsibility for designated MPE/S for use during training exercises or when a CONPLAN is executed.
- Return MPE/S to full combat-ready condition or provide funds to restore equipment to full combat-ready condition after training exercises or contingency operations.
- Provide readiness acceptance check (RAC) teams to periodically inspect MPE/S.
- Provide personnel and equipment to debark/embark MPE/S during periodic maintenance periods and RAC teams to assess equipment reloaded. COMMARFORs may provide augmentation for MARCORLOGCOM maintenance personnel on a "by exception" basis.

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## Embarkation

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The MPSRON is loaded to facilitate timely off-load, support some variation in troop lists, and

provide an operational capability even when one ship is off station. Load reconfiguration during forward deployment is not feasible. Ships must be loaded at the outset for maximum operational flexibility within design limitations. The ship's master must approve load plans before embarkation. The commander responsible for embarkation will provide the ship's master with the weights of vehicles, equipment, containers, fuel, and water being embarked, and the calculations for trim, stress, and stability (TSS) using the format provided in the TSS pamphlets for each ship. Ship TSS must be considered during offload.

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### **MPE/S Property Control Procedures**

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The key to rapid issue of unit equipment is a flexible, automated issue control system. Lists of equipment are prepared for each unit and detachment responsible for MPE/S in the objective area. To adjust equipment issue to the requirements of the objective area; e.g., cold weather or desert and to variations in the deploying force list (F/L), MEFs maintain baseline issue lists predicated on the notional organization of an MPF MEB. The MEFs must ensure that all equipment and some containers are assigned to specific battalions and squadrons in the MAGTF Deployment Support System II (MDSS II) or the current automated information system (AIS).

These lists serve as a starting point for modification during execution, and are passed to the MAGTF commander on appointment. They also identify equipment shortfalls. Additional equipment requirements must be transported in the FIE or separately with a follow-on force. The MDSS II query should be FIE=T/E-E/L (table of equipment-[embarked] equipment list). The lists also reapportion materiel when a ship within the MPSRON is off station. MDSS II was adopted to be used as the standard issue control system.

MPE/S are not tactically marked. Embarked materiel is marked only for location, marshaling, and embarkation for reconstitution. Marking codes are established by and coordinated between MARFOR commanders.

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### **Unit Readiness**

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Unit readiness encompasses those peacetime postures and preparations adopted for timely employment of forces. They include the assignment, rotation, and modification of unit deployment postures, development of appropriate standing operating procedures (SOPs), and conduct of individual/unit training and exercises to prepare forces for short notice expeditionary service. SOPs should be written at the group and regimental (O-6) level to the Service component level (O-9/10).

### **Deployment Postures**

The various deployment postures are defined by the Joint Chiefs of Staff (JCS). The Joint Strategic Capabilities Plan (JSCP) levies requirements on specified commanders for short notice deployment of certain force levels, and contains certain planning estimates of times needed to marshal MAGTFs for sea or air movement. The deployment guidelines are for general military capabilities. They do not orient towards any specific force or contingency until execution planning begins.

### **Normal Deployment Posture**

A unit conducts normal activities while commanders monitor the situation and review plans. No visible overt action is taken to increase a deployment posture. Units not at a home station report their scheduled closure time and/or the time required to return to the home station if ordered to do so before a scheduled time and desired mode of transportation are available.

### ***Increased Deployment Posture***

A unit is relieved from commitments that do not pertain to the mission; personnel are recalled from training areas, liberty, and leave, as required, to meet the deployment schedule.

Preparation for deployment of equipment and supplies is initiated, predeployment personnel actions completed, and essential equipment and supplies located in CONUS or overseas installations are identified.

### ***Advanced Deployment Posture***

All essential personnel, mobility equipment, and accompanying supplies are checked, packed, rigged for deployment, and positioned with the unit at its home station. Movement requirements are confirmed; airlift, sealift, and intra-CONUS transportation resources identified; and initial movement plans completed by Commander, USTRANSCOM.

### ***Marshaled Deployment Posture***

The first increment of deploying personnel, mobility equipment, and accompanying supplies are marshalled at designated APOEs, but not loaded. Sufficient aircraft and/or sealift assets are positioned at or en route to the APOE/seaport of embarkation (SPOE) to load the first increment or to sustain a flow as required by the plan or directive considered for execution. Adequate TALCE, stage crews, and support personnel to sustain the airlift/sealift flow at onload or en route locations are positioned.

### ***Loaded Deployment Posture***

All first increment equipment and accompanying supplies are loaded aboard ships and prepared for departure to a designated objective area. Personnel are prepared to load on minimal notice. Follow-on increments of cargo/personnel are en route or available to meet projected ship-load schedules. Sufficient lift is positioned and loaded at the POE to move the first increment or to initiate and sustain a

flow as required by the plan or directive considered for execution.

Planning for the actual event, at all levels, takes time. The executing force should receive alerts and warning orders on when to start preparations for deployment and employment as soon as possible. Circumstances in a developing situation may retard the early issue of warning orders. The actual time available for planning and preparation may be greatly condensed. Regardless of how much time is available, planning must be continuous, concurrent, and eventually directed toward the particular circumstances associated with the actual scenario. The level of unit readiness and deployment posture of the executing force will influence the time required for planning and preparation.

### **SOPs**

Numerous MPF operation aspects are expedited by promulgation of SOPs. Many are also necessary for other requirements; e.g., embarkation or air movement. Unit readiness SOPs should identify the following:

- Responsibilities and procedures before and after receipt of an alert order.
- Actions and responsibilities for the unit including attachments, elements, and individuals.
- Responsibilities during normal deployment posture and any increases in that posture that are directed before issuance of an alert order.
- Identify standby requirements, responsibilities, and procedures to assign and rotate those requirements.
- Personnel standards for deployment (medical, inoculations, time remaining in service, sole surviving son restrictions, power of attorney, will, provisions for dependent support, nondeploying baggage, and amount and condition of individual equipment and clothing).
- Unit recall and alert responsibilities and procedures.
- Unit equipment (including publications) to deploy.

- Unit responsibilities and procedures for turn-in and disposition of remain-behind equipment (RBE) in accordance with policies established by higher authority.
- Unit responsibilities and procedures for turn-in and disposition of personal vehicles and possessions.
- Unit responsibilities and procedures to prepare unit equipment for deployment. This includes boxing, palletizing, mobile-loading, marking vehicles for movement, disassembling equipment; e.g., helicopters, and updating embarkation data.
- Unit responsibilities and procedures for disposition of unclassified and classified records and files that are not required for deployment.
- Unit responsibilities and procedures for providing assistance to families of deployed or deploying personnel.
- Unit responsibilities for movement support.
- Unit authorities and procedures for return of personnel assigned to temporary additional duty (TAD) or the fleet assistance program (FAP).
- Procedures for transfer of unit responsibilities for operating and supporting dining facilities.
- Relationship between operating force and supporting establishment organizations for coordination and support, as established by higher authority.
- Unit reporting responsibilities regarding deployment postures and changes thereto.
- Unit responsibilities for operations security (OPSEC).

### ***On Receipt of an Alert Order***

At the initial receipt of an alert order, the unit command duty officer executes the SOP's recall procedures to assemble the commander and staff to do the following:

- Make an initial assessment of what is known about the developing requirements.
- What additional information is required.
- What must be done to prepare.
- How much time is available.

Based on this assessment, the commander provides guidance to the staff and subordinate commanders regarding division of work, priority of effort, and OPSEC.

### ***Assembling, Preparing, and Inspecting Deploying Personnel***

Includes the following:

- Assembly and initial briefs for deploying personnel.
- Administration of area-orientated inoculations.
- Checking individual readiness for deployment; e.g., family support, power of attorney, will or identification (ID) tags/card.
- Disposition of personal vehicles and possessions.
- Preparing individual equipment and seabags.
- Issuing individual and team weapons and equipment.
- Disposition of nondeployable personnel and equipment.

### ***Preparing and Inspecting Equipment and Vehicles***

Equipment and vehicles to deploy are brought to full operational capability and prepared for the objective area (environment) and transit. Unit equipment and supplies are palletized, vehicles are prepared for air shipment. Organizational RBE and garrison property is inventoried and disposed of as provided by SOP. Necessary maps, cryptographic software, and consumable supplies are acquired.

### ***Exercises and Training***

Efficient execution of MPF operations requires exercise and training with the associated procedures. It is seldom possible, because of fiscal and airlift constraints, to exercise the entire process at one time. However, the process can be taught and exercised incrementally to develop the requisite individual and unit skills. Examples follow.

### ***Individual Training at Service, Fleet; e.g., Expeditionary Warfare Training Groups, and Unit Schools***

- Force deployment planning and execution courses for officers and staff noncommissioned officers.
- Air movement load planning.
- Depreservation training.
- Flight ferry (FF) planning for FW self-deploying aircraft.
- Embarkation and use of T-AVBs for afloat aviation maintenance.

### ***Unit Training***

- Force deployment planning and execution courses and programmed texts.
- DACG and arrival airfield control group (AACG) operations.
- Disassembly and assembly of rotary-wing (RW) aircraft to be airlifted to the objective areas.
- Preparing RBE for turnover to parent organizations.
- Preparing unit equipment and supplies for air movement.
- AMC affiliation program training.
- NSE basic training.
- NSE intermediate training.

### ***Exercises***

- MPF deployment planning exercises.
- Short notice alert, preparation, and marshaling exercises for alert units such as the ACM.
- SLRP/OPP deployment training.
- Offload and MPE/S issue/recovery exercises for CSSEs and other major subordinate elements (MSEs).

- Air movement exercises for operating forces and NSE units.
- Port/beach operation exercises for landing support companies with associated NSE personnel. While actual ship offload training is preferred, considerable training can be done without it.
- DACG and AACG exercises for landing support companies' supporting establishment personnel associated with unit air movement exercises.

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## **Readiness Reporting**

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Units assigned to MPF duty will report unit readiness in accordance with Status of Resources and Training System (SORTS) procedures. Equipment readiness is based on the unit's T/E and will not consider MPE/S.

MARCORLOGCOM (BICmd) consolidates equipment readiness information from each MPSRON CMT and provides reports to the MARFORs. The MARFORs or designated subordinate commanders report SORTS data as directed. MPE/S are additive equipment and supplies, and do not count as allowance items or prepositioned war reserve (PWR).

When the MPF MAGTF deploys with their FIE, the RBE may be used to round out the reserves T/E.

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## **Force Requirements**

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Closure of the MPSRON to the arrival port/beach is key to the deployment schedule of the advance party and main body. The main body should arrive after closure of the MPSRON. Otherwise, time and consumable supplies are wasted, the deploying

force becomes a burden on the HN and/or supported command, and sustaining support requirements interfere with throughput efforts. Specific force requirements cannot be accurately defined until execution planning for the deployment starts. While this complicates establishing responsive deployment standards, commanders should consider several consistent factors:

- The SLRP and OPP should deploy as soon as the international situation, national decisionmaking process, and OPSEC requirements permit.
- The MAGTF CE, CSSE, and NSE deploy first to establish C2 and CSS capabilities in the

objective area to prepare for deployment of combat forces.

- Day-to-day airlift capacity depends on many factors that change from operation to operation. Unit readiness to deploy must be flexible to meet airlift availability.
- The length of time necessary to deploy the MPF will vary. An inability to deploy the OPP to the MPSRON or the SLRP in advance of MPS closure may extend arrival and assembly time. In-stream offload of ships across a beach will take longer than at pierside. While goals and estimates are established, actual closure time is situational.



# CHAPTER 5 PLANNING

MPF planning is unique in that an MPF operation depends on extensive support from the AMC of USTRANSCOM. Deployment planning requires the use of the JOPES, which also supports contingency and CAP.

Planning references include the following:

- JP 5-0, *Doctrine for Planning Joint Operations*.
- Chairman of the Joint Chiefs of Staff Manual (CJCSM) 3122.01, JOPES Volume I, *Planning Policies and Procedures*.
- CJCSM 3122.03A, JOPES Volume II, *Planning Formats and Guidance*.
- CJCSM 3122.02B, JOPES Volume III, *Crisis Action Time-Phased Force and Deployment Data Development and Deployment Execution*.
- Naval Doctrine Publication (NDP) 5, *Naval Planning*.

- Naval Warfare Publication (NWP) 5-01, *Naval Operational Planning*.
- Marine Corps Doctrinal Publication 5, *Planning*.

## Concurrent and Continuous Planning

While the thrust of MPF JOPES-related planning concerns deployment, planners must understand that quality deployment plans are the result of detailed employment, arrival and assembly, reconstitution, redeployment, and logistic plans. MPF commanders must plan concurrently for the five phases of MPF operations. (Fig. 5-1 illustrates the many planning and execution actions involved across the continuum of an MPF operation. App. D through M are checklists to assist the commander and his staff in planning and preparing MPF operations.)

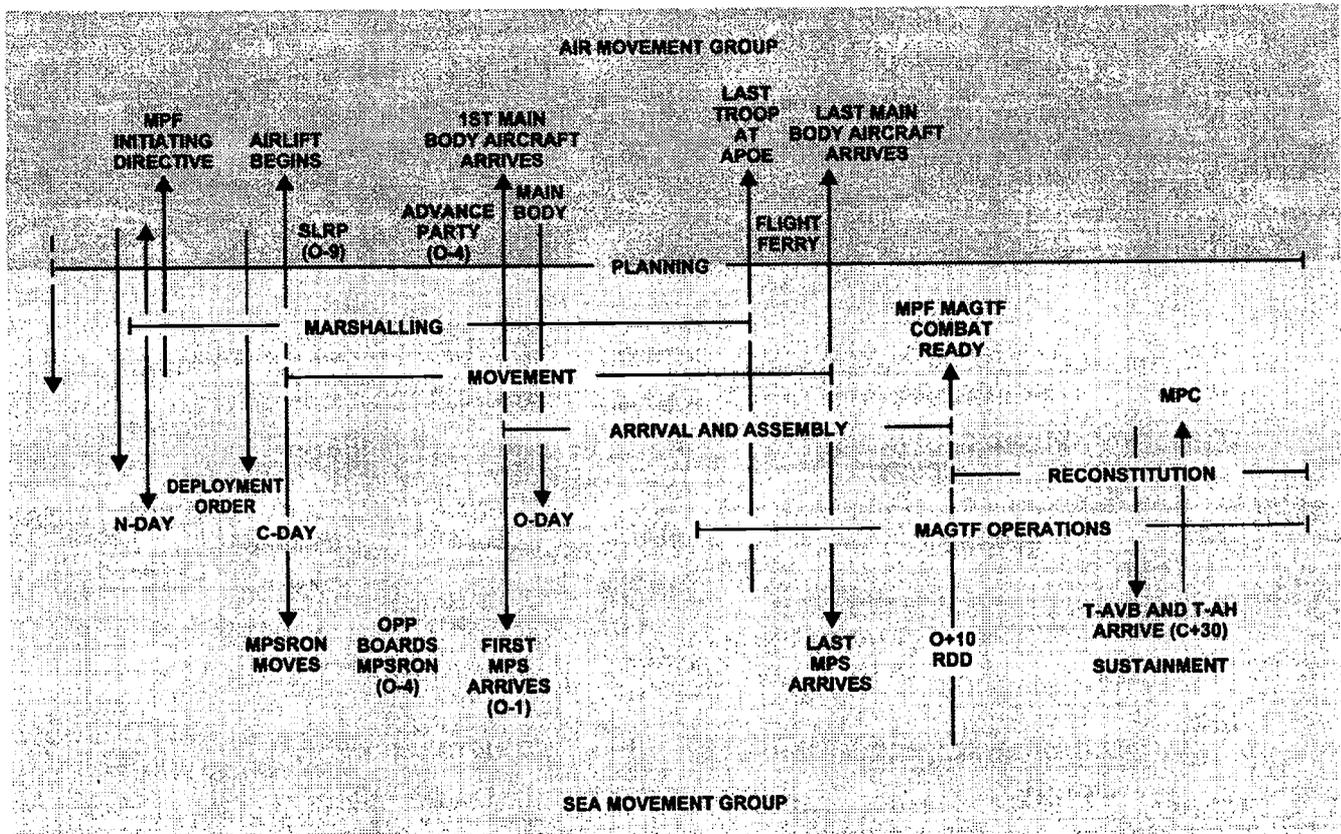


Figure 5-1. Phases of MPF Operations.

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## Contingency Planning

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A CONPLAN is a combatant commanders estimate of how to deploy and employ forces for a hypothetical operation. CONPLANS are the basis for execution planning as crises develop.

Each combatant commander uses JOPES procedures to develop CONPLANS in accordance with tasks and priorities established in the JSCP.

*Service participation in JOPES processes ensures Service requirements for common-user strategic mobility and theater logistics support assets are identified.* Initial Service deployment data is based on force requirements developed during deliberate planning or the COA development phase of time-sensitive planning. Movement requirements are registered in the TPFDD. This data is the basis for forming actual ship and strategic airlift loading plans in execution planning.

All Service components develop plans to support a combatant commander's CONPLAN. The two categories for these plans are plans for operations in a specific geographic region (OPLAN) or general deployment plans regardless of mission or objective area (CONPLAN). MPF capabilities are included in most of these deliberate plans.

In a specific geographic region, commanders must provide coordination and control over the MPF FIE, MPSRON, logistics pipeline, and, if required, follow-up shipping and T-AVB. Proper time-phasing for the movement of forces is essential to avoid throughput congestion at available ports, beaches, and airfields. Specific area-oriented CONPLANS permit collecting detailed information regarding the objective area, airfields, ports, beaches, and facilities useful for MPF deployment. Each MARFOR and MEF should be able to identify their warfighting materiel and equipment priorities for each OPLAN or CONPLAN, and translate these priorities into embarkation requirements for the MMC per Marine Corps Bulletin (MCBul) 3501/Navy/Marine Corps

Departmental Publication (NAVMC) 2907, *MPF Prepositioning Objective (PO)*. The MAGTF employment mission ultimately dictates what to deploy and how to phase it into the AO.

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## Developing TPFDD

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CJCSM 3122.03A, JOPES Volume II, contains the general formats and content requirements of OPLANS and CONPLANS. The MAGTF commander develops a TPFDD per JOPES Volume III that reflects MAGTF movement requirements.

The CMPF provides a TPFDD for the Navy FIE to the appropriate fleet commander. The MAGTF commander integrates the CMPF TPFDD with the MAGTF TPFDD to ensure coordinated arrival and assembly operations. Notional TPFDDs are based on notional delivery time lines. Notional destinations are included pending execution planning. Execution planning completes the process through updates of the notional TPFDD using standard JOPES procedures. The updated TPFDD then is a means to register the MPF overland, airlift (to include FIE), and follow-up shipping requirements with the Commander, USTRANSCOM. The updated TPFDD also provides the MPF's task organization to military commanders at all levels.

Planning requires the participation of the primary MPF subordinate commanders. Based on the MAGTF commander's requirement for establishing operational capabilities in the objective area, the various element commanders recommend TPFDD updates during deliberate and CAP. Build-up of CSS (including NSE) and C2 must precede the introduction of combat elements to conduct the offload. MPE/S should be issued before the MAGTF prepares for subsequent operations ashore.

A deployment plan is developed as a flexible, easily modified plan that introduces the MPF into the

AAA. The completed plan is incorporated into an OPOD during execution planning. Execution planning features reverse planning based on how the MAGTF will be employed. A specific mission and the force required to achieve objectives may require modifications to the TPFDD. Those modifications and the available port, beach, airfield facilities in the AAA, will, in turn, influence the deployment and arrival and assembly plans.

**Assessment of Prospective AAAs**

Combatant commanders—with Service commanders providing forces—should develop information on the following for prospective AAAs:

- Port, beach, and airfield facilities.
- Availability of hardstand and warehousing for assembly, staging and storage areas.
- Water, power, and local communications.
- Prospective HN support.

This is a long-term collection effort with continuous file maintenance requirements.

**Refinement of Load Plans**

Load plans must be periodically assessed by MEF/MEB commanders with results provided to the coordinating authorities. Adjusting load plans and TPFDDs will change as new equipment is introduced. Adjustments can be made during MMCs or following MPF exercises, and should principally be based on the MEF/MPF MAGTF commander’s warfighting priorities.

**Plan Transition**

Once a CONPLAN is prepared and approved, it is the basis for developing real-world execution plans as assessment of a situation occurs. Intelligence planning and collection efforts focus on priority intelligence requirements (PIRs) to verify or refute assumptions. Major changes in a situation require review of the mission and reexamination of the

commander’s concepts of organization, employment, and deployment. As appropriate, the plan is revised or worst case, dismissed and a new planning sequence initiated.

**Execution Planning**

Execution planning prepares for the commitment of forces. At the national and combatant command levels, this includes CAP procedures established in JOPES. At theater and task force levels, it includes preparing for deployment and initial employment. Execution planning provides the transition from peacetime posture to the conduct of military operations. Time available for execution planning is generally very compressed, and may require abbreviation of steps and procedures throughout the planning process. Availability of current CONPLANS and unit SOPs is essential. A supported combatant commander or designated representative will make and promulgate basic decisions to begin the planning process (see next para. and fig. 5-2).

**Basic Decisions**

Basic Decision	MAGTF Commander	CMPF
Mission	P	S
Command Relationships	C	C
Concept of MAGTF Operations Ashore	P	
Concept of Arrival and Assembly Operations	P	S
Concept of Deployment	P	S
Special Considerations and Control Measures	C	C
Force Protection	C	C
C = Co-Equal P = Primary S = Secondary		

**Figure 5-2. Sample Basic Decisions Matrix for MPF Operations.**

## Refinement of Basic Decisions

Operational considerations such as force protection in the AOs, throughput constraints at the arrival airfield or port/beach area, and possible strategic lift shortfalls may require refinement and modification of basic decisions. Ultimate responsibility and authority to modify basic decisions rests with the supported combatant commander or establishing authority.

## Mission

In initiating an MPF operation, the establishing authority determines the MAGTF mission and FH mission if employed. The mission ashore is the basis for all further planning of the MPF operation as a whole. The MPF mission focuses on the expeditious deployment and assembly of forces to meet the requirements of the MAGTF commander and FH commander. The initiating directive usually delineates the following:

- General AO.
- Required tasks of the MAGTF.
- General time period for the deployment.
- Time constraints on deployment operations; e.g., availability of aircraft.
- Required time to achieve operational capability.
- Estimated duration of tactical operations.

## Command Relationships

Command relationships should be established that minimize disruption of C2 of MPF operations during the transition from planning through deployment and execution phases. Supported and supporting combatant commanders normally include command relationships in their operations directives.

## Concept of MAGTF Operations Ashore

Derived from the MAGTF mission, the concept of MAGTF operations ashore determines the

conduct of the MPF operation. When the MAGTF commander receives a mission, he coordinates with the CMPF to conduct a mission analysis and establish a basic CONOPS. The concept of MAGTF operations ashore provides the following:

- Objectives.
- The scheme of maneuver ashore.
- The general fire support plan.
- The concept for logistics support.
- The concept for aviation operations.
- Warfighting priorities.
- The F/L and preferred arrival sequence.

## Concept of Arrival and Assembly Operations

This concept consists of the basic sequence for arrival and assembly, selecting offload sites, procedures for C2, and a proposal for offload of supplies and equipment including bulk liquids. Developing this concept is dictated by the mission, geography, topography, available facilities, and the concept of MAGTF operations ashore. The MAGTF commander develops the arrival and assembly plan in coordination with the CMPF and submits it to the establishing authority for approval. The AAA is established in the initiating directive and must be supportable by CMPF and Commander, USTRANSCOM. AAA components follow.

### Offload Location

The CMPF, in coordination with the MAGTF commander, determines beaches and ports for offload. Primary consideration of the CMPF in selecting beaches and ports will be the MAGTF commander's CONOPS ashore.

### Arrival Airfield

The establishing authority, based on the recommendation of the MAGTF commander, selects the arrival airfield. This choice will be approved by USTRANSCOM based on supportability. Identifying the arrival airfield must be considered when selecting ports and beaches.

### **MAGTF Element UAAs**

UAAs are identified by the MAGTF commander to support the rapid assembly of forces. It is here that MAGTF elements receive and prepare their designated MPE/S for the employment mission.

### **Anchorage**

Explosive safety quantity distance (ESQD) arcs; anchorage depth; bottom type (sand, rocky); currents; and distance to shore must be considered when anchorages for MPSs are assigned.

### **Concept of Deployment**

After the basic plans for operations and arrival and assembly are formulated, a deployment plan is developed that includes the following:

- Marshalling concept.
- Overland movement concept.
- Air movement.
- Sea movement.
- FF.
- SLRP and OPP considerations.

### **Special Considerations and Control Measures**

Special considerations and control measures are required for expeditious arrival and assembly of deploying forces. They consist of assigning AOs ashore and designating coordinating authorities, main supply routes (MSRs) or intermediate staging areas. The MAGTF commander normally determines these measures once basic decisions are made to establish the AAA. The AAA must be approved by the establishing authority with the HN. The AAA is administrative in nature and does not denote command of a geographic land area, although it may be inside an AO or a joint operations area (JOA). Within the AAA, the MAGTF commander is responsible for the following:

- Prioritizing and using airfields, port and beach facilities, and transportation networks.
- Air traffic control (ATC).
- Logistics/HN activities.

Special considerations and control measures also include establishing responsibilities for emergency defense of the MPF during movement and within the AAA and ROE. Both are ultimately the responsibility of the combatant commander—in coordination with the joint/HN team—who is responsible for the AO. Security measures range from establishing various security or exclusion zones under international law—as in the case of an independent MPF operation—to a more traditional AO for an augmentation operation. These result in clearly defined mission responsibilities for the following:

- Air space control.
- Area air defense.
- Ground security.
- Sea security areas.
- Fire support coordination.

### **Force Protection**

Force protection responsibilities vary according to the phases of an operation. They are passed down from the establishing authority to the MPF MAGTF/CMPF as applicable and often shared by the HN in the AAA (see ch. 10 for detailed information). Initial planning considerations follow:

- Ships en route and in the AAA area.
- En route support bases/facilities.
- Arrival airfields.
- MAGTF UAAs.
- Port and beach facilities.

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### **CAP Phases**

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CJCSM 3122.01, enclosure E, shows the detailed responsibilities and actions that take place across the six phases of the CAP process. The phases follow:

- Phase I, Situation Development.
- Phase II, Crisis Assessment.
- Phase III, COA Development.

- Phase IV, COA Selection.
- Phase V, Execution Planning.
- Phase VI, Execution.

The following planning responsibilities and actions, many unique to MPF operations, begin in Phase III, and range across all levels of command from the CJCS through MPF elements. This “warning phase” is the period of time between Phases I and II and a Presidential/Sec-Def decision to begin Phase V for military action. It typically begins with promulgation of a CJCS warning order that sets a deadline for submitting COAs by the supported combatant commander and Commander, USTRANSCOM.

### **Combatant Commander, Establishing Authority, and Service Component Commanders Planning**

The CJCS warning order generates initial appraisals of military options and capabilities. The supported combatant commander provides supplementary details for the MAGTF’s mission refinement and ID of alternative COAs, either through modification of an existing CONPLAN or development of new options. Service components and other supporting commands are tasked to provide advice—focusing on alternative COAs, constraints and restraints, and ID of major combat forces and transportation requirements. Numbered fleet commanders report capabilities and limitations to combatant commanders and assist in development of Navy COAs. Based on the available information, the supported combatant commander constructs a commander’s estimate to submit to the CJCS. USTRANSCOM examines preliminary movement data, assesses requirements, and prepares preliminary force closure estimates. As a separate action, a combatant commander in the MPSRON OPCON chain of command may direct the NCC to commence the transit of that MPSRON toward the objective area. Specific actions follow:

- Review and update the F/L. Deploying forces must be identified as early as possible during Phase III. Throughout Phase III, Service components review and update the F/L. Major influencing factors include the current notional force lists, the extent to which operational requirements of the potential mission can be identified, and the availability of sufficient NSE assets to support the operation. Provisions should be made for liaison between the supported and supporting combatant commander to ascertain the current status of MPF forces; e.g., MPSs may not be available because of their maintenance cycles or an exercise.
- Reposition the MPSRON. Repositioning of the MPSRON may be directed by CJCS between Phases III and IV. Early repositioning of the MPSRON will reduce force closure times. Under normal operating conditions, MPSRONs can get underway within 24 hours of notification.
- Mobilize Selected Reserves. Certain USMC, USN, and USCG organizations that support the MPF require mobilization of reserve personnel for offload operations. *It will then be necessary to request activation of selected units as early as upon receipt of the warning order.* Specific reserve requirements will vary with the type of offload, offload time requirements, and other ongoing commitments. Other reserve requirements must be addressed by the cognizant Service. For further information see JP 4-05, *Joint Doctrine for Mobilization Planning and Joint Tactics, Techniques, and Procedures (JTTP) for Manpower Mobilization and Demobilization Operations: Reserve Component Callup.*
- Activate T-AVBs. Although T-AVBs are not part of the MPF, they can be employed to support MPF operations. Their use should be considered during Phases III and IV due to their reduced operational status (ROS) and the long lines of communications (LOCs) from SPOEs to seaports of debarkation (SPODs).

**Liaison with Commander, USTRANSCOM and Supporting Agencies**

The supported combatant commander and supporting commander should establish early liaison with Commander, USTRANSCOM and other supporting agencies involved in force deployment. This liaison is necessary to ensure that relevant and timely information exchange occurs. A refined TPFDD must be made available to Commander, USTRANSCOM along with coordination to arrange to move forces.

**Execution Planning**

Phase V begins when a CJCS alert or planning order is issued. Although preliminary planning begins during Phase III and deliberate planning is an ongoing process under JOPES, issuing a CJCS alert order with the initiating directive starts formal execution planning.

Upon receipt of the initiating directive, the CMPF and MAGTF commander report to the establishing authority. Together, they conduct formal coordinated planning based on a detailed analysis of the MAGTF's and/or FH's mission and CONOPS. In augmentation operations, responsibility for developing the OPORD depends on the command relationship of the MPF to the augmented force. The establishing authority prepares an OPORD incorporating this analysis. The MAGTF commander's planning will include as a minimum: CONOPS, concept for deployment, concept for arrival and assembly, and concept for logistics support.

The CONOPS states the intent for execution of the mission and clearly defines the type of MPF operation (augmentation or independent). The MAGTF commander's CONOPS will determine the warfighting priorities (see fig. 5-3), which in turn determine the offload priorities that will be promulgated in the arrival and assembly plan (see fig. 5-4).

The overall concept for deployment states the concept for deployment of the MAGTF and NSE

- FW attack.
- Heavy armor (tanks, amphibious assault vehicles [AAVs]).
- Combat engineers.
- Armored reconnaissance (light armored vehicles [LAVs]).
- CSSE.

**Figure 5-3. Sample Warfighting Priorities.**

FW	Tanks	LAV	MCM
Refueler	Refueler	Refueler	
Refueler			
AGSE	M1A1	LAV	Dozer
Bombs	120mm	25mm	Mines
Fuzes	Smoke	7.62mm	ACE
25mm	M2 MG	M240 MG	M2 MG
Runway	7T Trucks	7T Trucks	Dump Trucks
Sweeper			7T Trucks

**Figure 5-4. Sample Offload Priorities.**

to the theater. Content includes desired arrival and closure dates and specifics on early repositioning of the MPSRON, with or without movement of the OPP, SLRP, and advance parties.

The concept for arrival and assembly is the general concept for the offload pier side, instream or a combination of the two. Intentions for fuel and water discharge must also be promulgated.

The concept for logistics support includes a sustainment pipeline and an AO/theater support system. Specific support requirements for the MAGTF ACE must be mentioned.

Commander, USTRANSCOM coordinates and monitors MPF deployment activities through JOPES, which also enables CJCS and the supported combatant commanders and supporting

commanders to monitor the MPF deployment status. To effectively coordinate its responsibilities, USTRANSCOM (after coordination with supporting and supported combatant commanders) will establish and promulgate a deadline to submit MPF movement requirements in the TPFDD.

### Execution

Phase VI begins with the issuance of a CJCS execute order. On receipt of this order, the supported combatant commander coordinates with supporting commanders and agencies regarding final preparations for deployment of the MPF. Strategic deployment of the MPF commences while concurrent planning continues.

OPORDs are promulgated as directed by the establishing authority. Supporting commanders and agencies will publish OPORDs as required. MPF elements will publish OPORDs that reflect the current mission. These OPORDs usually reflect reliance on use of previously prepared unit SOPs.

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### MPF Plans Developmental Hierarchy

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There are seven primary plans associated with the five phases of an MPF operation:

- Employment plan.
- Arrival and assembly plan.
- Deployment plan.
- MPE/S distribution plan.
- Sustainment plan.
- Reconstitution plan.
- Redeployment plan.

MPF OPLANs are developed in *reverse order* to the sequence that the MPF operation is conducted. The MAGTF employment plan drives the arrival and assembly plan, which drives the deployment plan, and so on.

Planning and deployment sequencing for an MPF operation requires an understanding of the general time lines involved as an MPF opera-

tion unfolds. (Fig. 5-5 is a sample exercise time line template; fig. 5-6 is a sample reserve exercise time line in C-days.)

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### The MAGTF's Employment Plan

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The key element in developing the MAGTF's employment plan is the MAGTF mission as assigned by the establishing authority. Beyond the mission, understanding the commander's intent and most importantly his priorities and time line for establishing MAGTF capabilities, is critical to the development of the arrival and assembly plan and subsets of it like the MPF off-load plan or the movement plan and the AAA overlay. The MAGTF commander must be able to articulate what combat capabilities must be ready and when. Information for planners working AAA operations must include the following:

- The mission.
- Commander's intent.
- Priorities of MAGTF capabilities; i.e., in a foreign humanitarian assistance or support to domestic authorities mission, priority of initial asset distribution may go to the initial security forces, the CSSE, then to other MAGTF elements.
- A general understanding of the MAGTF commander's AO to include depth and breadth.

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### Arrival and Assembly Plan

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This plan delineates the MAGTF commander's concept for arrival and assembly, sets forth the task organization, and assigns tasks to subordinate elements for beach, port, airfield, MPE/S issue, and initial CSS operations. The plan is coordinated with the CMPF and submitted by the MAGTF commander to the establishing authority for approval. The decision to deploy an MPF is based on certain conditions existing in the AAA.

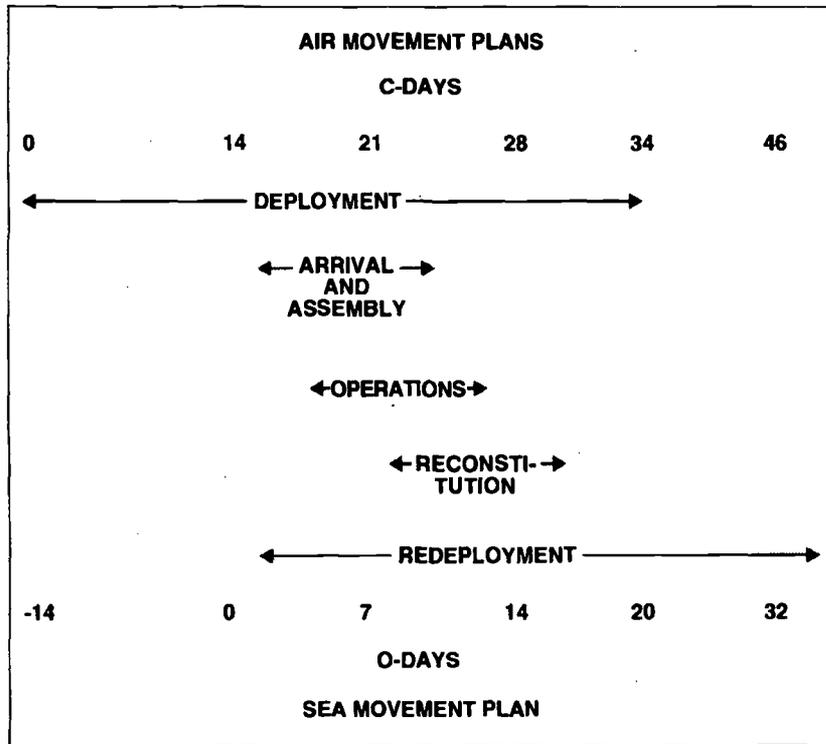


Figure 5-5. Sample Exercise Time Line Template.

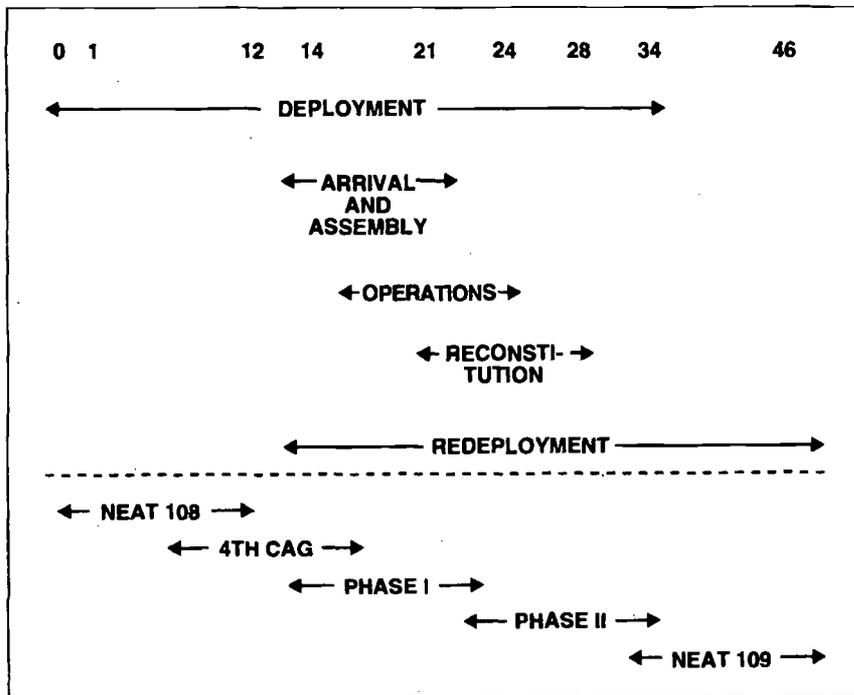


Figure 5-6. Sample Reserve Exercise Time Line in C-Days.

One or more airfields exists within the AAA with the capability to do the following:

- Recover and launch AMC strategic aircraft.
- Recover 20-25 AMC transport and/or CRAF aircraft during 24-hour operations.
- Offload aircraft safely using available apron space.
- Provide an overflow area for passengers and cargo to include a helicopter buildup area.
- Provide a minimum ATC capability.
- Operate FW and RW tactical aircraft.

A usable port exists within the AAA with the capability to do the following:

- Berth ships with drafts up to 37 feet (ft) to offload pier side.
- Accommodate the ship's stern ramp and vehicle weight on the pier (see app. N for ship data).
- Provide a surge offload capability to stage vehicles, perform initial corrective maintenance, and to stage containers (preferably hard stand).
- Provide for the offload of fuel, water, ammunition, and possible storage of the same.

If no usable port is available, then a suitable beach must exist within the AAA with the following capabilities:

- Offload MPE/S with access to improved road networks.
- Provide sufficient staging/maintenance areas suitable for the offload of MPE/S.
- Discharge fuel, water, bulk liquids, and possible storage of the same.

Transportation, all types of petroleum, oils, and lubricants (POL), potable water, and security may be provided by HNS agencies or through specific early self-support arrangements that should be

incorporated into MPF deployment planning to ensure such commodities are available.

## Enclosures

There is no set format for the arrival and assembly plan. An LOI or the JOPES format is acceptable. The arrival and assembly plan encompasses the early establishment of sufficient unloading and throughput forces (LFSP and NSE). These forces are in the AAA through the movement to the TAAs. The arrival and assembly plan may include the following enclosures:

- AAA Overlay. MPF terrain management, associated control measures, and force protection units must be graphically represented to provide a comprehensive display of units and activities. Overlays (AAA, beach, port, and airfield as seen in figs. 5-7 thru 5-10) are essential for integrating MPF activities with force protection responsibilities. Accordingly, terrain management is an essential function of MPF staff planning.

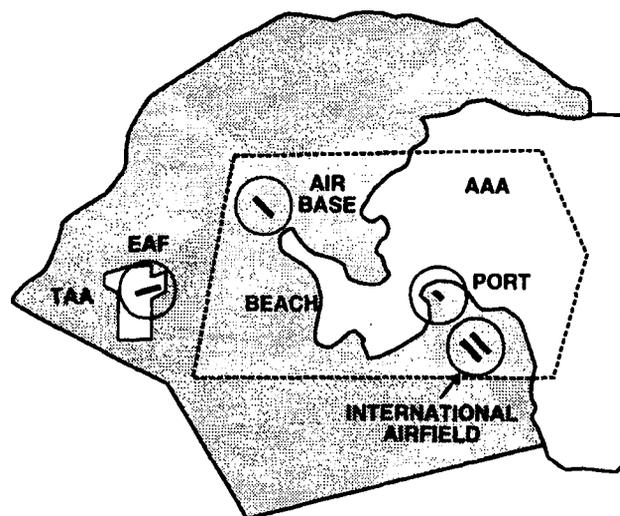


Figure 5-7. AAA Overlay.

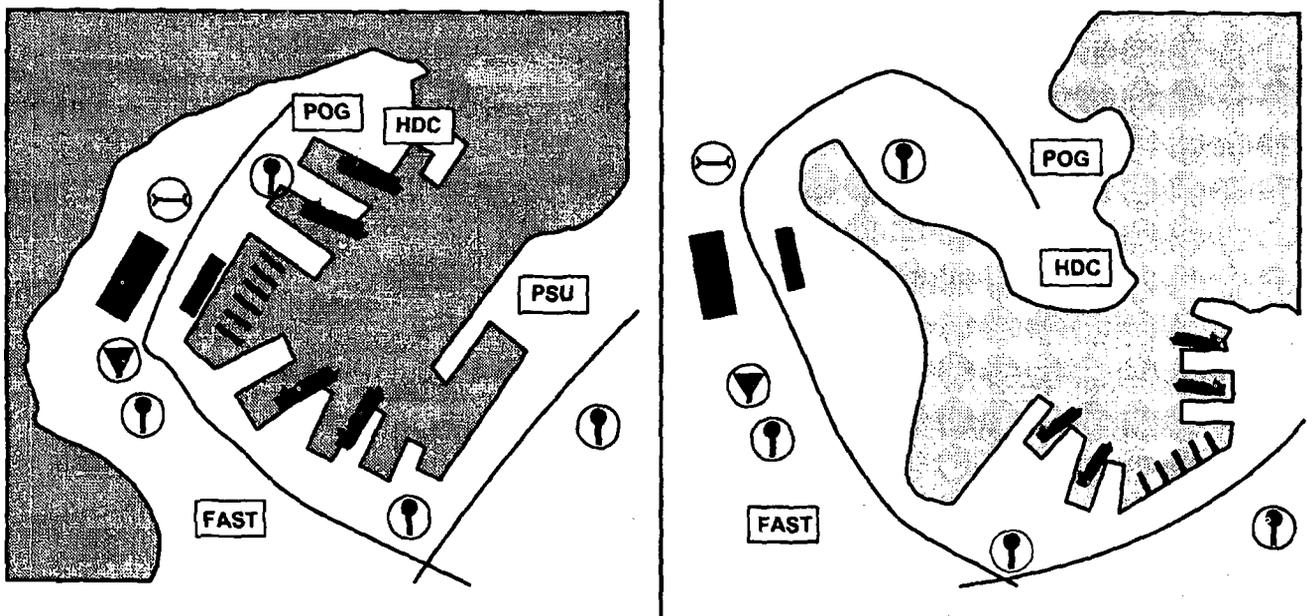


Figure 5-8. Port Overlay.

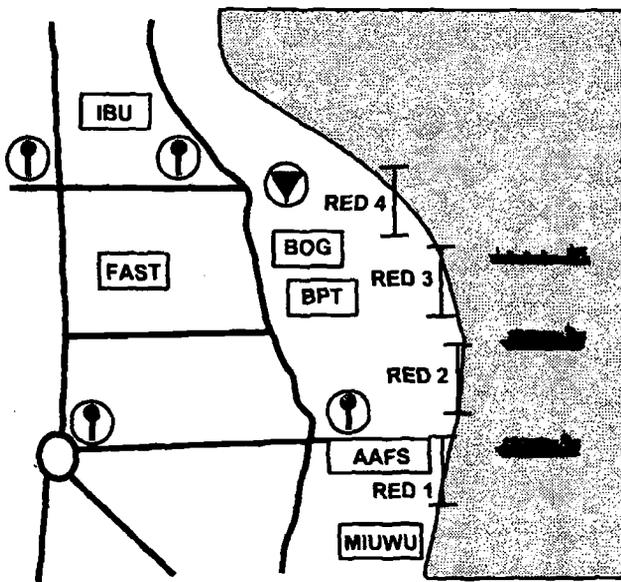


Figure 5-9. Beach Overlay.

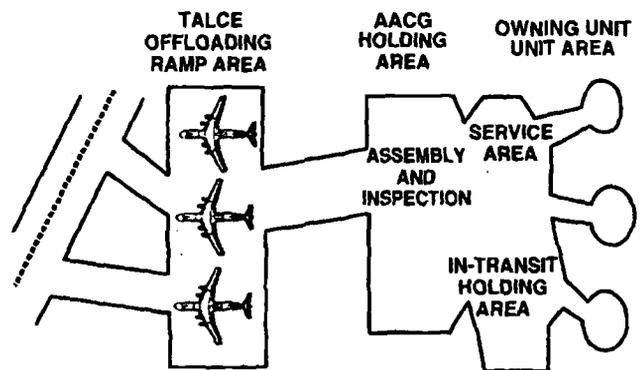


Figure 5-10. Airfield Overlay.

Legend for figures 5-8 and 5-9:

-  Maintenance
-  Fuel
-  Military Police Traffic Control

- Arrival schedule for the FIE.
- Throughput plan. The use of a throughput matrix by the major and subordinate elements provides visibility for MPE/S (see fig. 5-11).
- Preliminary T/E/ready for issue (RFI) lists.
- Communications plan.
- Reports. The arrival and assembly plan establishes the following:
  - Time-phased distribution of materials handling equipment (MHE).
  - Mobile electric power (MEP).
  - Stockage levels.
  - Distribution means (unit or point) for consumables.
  - Provisions for health services, maintenance, engineer, and military police support.

The plan composition and reports format are normally determined by the MAGTF commander in coordination with the CMPF.

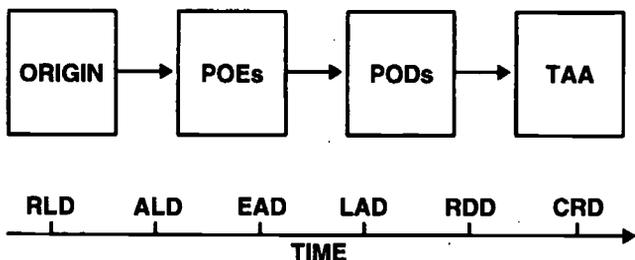


Figure 5-11. Sample Throughput Matrix.

### Offload Planning

Offload of an MPSRON or a portion of an MPSRON can be conducted pierside, instream or by a combination of both. The establishing authority will determine the offload method based on recommendations by the CMPF and MAGTF commander.

A pier side offload is the quickest and most efficient method. During a pier side offload, all vehicles are driven off the ship via the stern ramp and containers are lifted using ships' cranes and/or

HN cranes. An important consideration for pier side offload is the tidal variance. Ports with drastic changes in water depth between high and low tide may limit available offload time due to the angle the stern ramp rests against the pier; e.g., some vehicles cannot negotiate the stern ramp if the angle is too steep.

MPS have the capability to execute an instream offload using organic cranes and embarked lighterage. Prime factors that affect any decision on instream offload methods are environmental factors and the sea state before the offload starts. The two methods of instream offload are lift-on/lift-off (LO/LO) and roll-on/roll-off (RO/RO) discharge facility (RRDF).

#### LO/LO

LO/LO operations are slow and cumbersome. All embarked equipment and containers are lifted off via a ship's crane from ship to lighterage and moved to the beach landing sites.

#### RRDF

The RRDF is generally the preferred instream offload method. It is basically a floating pier made up of embarked lighterage. The NSE constructs the RRDF. Lighterage to construct an RRDF is two powered causeway sections, six nonpowered intermediate causeway sections, and two warping tugs. After the RRDF is assembled, a single warping tug is required to keep it on station. The six nonpowered intermediate causeway sections and one warping tug are located on each maritime prepositioning force (enchanced) (MPF[E]) ship.

*Note: The MPF(E) ship of MPSRON 2 does not have a warping tug.*

Once the RRDF is constructed, the ship lowers its stern ramp onto the RRDF. Rolling stock is driven down the ramp, across the RRDF onto a barge ferry, and then transported to the beach-landing site. This requires a significant portion of the embarked lighterage. Due to spreadloading of

lighterage required for the RRDF, the entire MPSRON is required to assemble the platform without degrading STS capability.

This method of offloading rolling stock onto barge ferries is significantly faster than offloading via the LO/LO method. The three MPSRONs have different RRDF ramp certifications:

- American Overseas Marine (AMSEA): 88,000 pounds (lbs).
- Maersk: 29,000 lbs.
- Waterman: 135,520 lbs.
- United States Ship (USS) Martin: 400 measurement ton (MT).
- USS Stockham: 160 long ton, side ramp 71.43 long ton.
- USS Wheat: 147 long ton.

Due to the unique design of the Maersk class ship, all principal end items (PEIs) and containers loaded on the weather deck must be offloaded before unloading the containers in the decks below. In the AMSEA and Waterman classes, vehicles and containers can be offloaded at the same time.

Once the SLRP has evaluated the AAA, a decision on offload method will be made and the time lines adjusted accordingly. The time lines of the MAGTF's ability to be combat-ready will be affected by the offload method, the limited capability of the MPSRON to move containers, and the time required to marry ammunition with weapons systems.

### **Bulk Liquids**

Each MPSRON carries equipment and supplies in containers that enable fuel and water facilities to be established ashore in a short amount of time. Bulk liquids can be transferred from ship to shore via the buoyant hose line system. The NSE, operating under favorable sea state and weather conditions, can set up a 15,000 ft hose in 10 hours. If the beach gradient requires a

longer hose line, MAGTF (CSSE) pumps may be required to establish intermediate pumping stations. Maximum effective pumping distance is 10,000 ft for each product.

### **Transition to Employment**

Upon the MAGTF commander's determination that the MAGTF is ready to undertake the assigned mission, the MAGTF commander, in coordination with CMPF, will request termination of the MPF operation. A smooth transition from deployment through arrival and assembly and to employment requires detailed planning and coordination, focusing on MAGTF readiness. MAGTF plans for transition to employment should include the following:

- Clear delineation of responsibility for force protection and local security.
- Notification to higher headquarters that all units/detachment—as they become operationally-ready—are not required to assist further in arrival and assembly tasks.
- Use of TAAs for subsequent or concurrent tactical operations.
- Plans for response to hostile action during arrival and assembly.
- Allocating staff planning efforts among arrival and assembly, deployment activities, and activities in preparing for subsequent employment.

### **Disposition of MPF Components**

Upon termination of the MPF operation, various MPF components are assigned new duties or released to their parent commands or other agencies. Timing and disposition of the MPF must be planned in as much detail as possible.

### **MAGTF**

- Assigned mission and expected duration of employment.

- Expected command relationship changes; e.g., independent JTF operations or augmenting another MAGTF.
- Support requirements.
- Recommend, in coordination with CMPF, disposition of MPF shipping.

### **CMPF**

- Follow-on or other assigned missions as directed.
- Recommend, in coordination with the MAGTF commander, disposition of MPF shipping.

### **MPSRON**

- Status of offload; e.g., fuel and water ashore vis-a-vis HN support capability, MAGTF storage capacity, MAGTF usage rates.
- Shortfalls in storage areas/facilities ashore may necessitate use of one or more MPS as a station/warehouse facility until sufficient facilities are developed ashore. Shortfalls may require MPS to function as mobile CSS facilities for inshore operations positioning and repositioning as necessary along the coast parallel to the MAGTF movements. (This is an example of a withhold shipping requirement.)
- Upon release of MPS from MPF operations and with the concurrence of the supported combatant commander, MPS will shift OPCON to Commander, USTRANSCOM for use as common user sealift.
- The level of force protection that can be provided will be a key consideration as to the amount of time the MPSRON remains in the offload area.
- Lighterage may be needed for offload of assault follow-on echelon follow-up shipping after MPSRON departure. Lighterage operators are part of the NSE. Other considerations for retaining lighterage include fueling, repair and maintenance, sheltering or harbor facilities, and maintenance of instream water and fuel hoses deployed.

### **NSE**

The NSE may remain in place if backload, reconstitution, and redeployment are imminent. For anticipated long-term MAGTF employment in the vicinity of the AAA, the NSE or designated elements may remain as lead elements of semipermanent or long-term naval support. The port and/or beach would remain open for resupply, reinforcing or joint logistics over-the-shore operations. The NSE will perform these tasks until the operation terminates or is relieved by Army terminal units.

### **FH**

If needed ashore, the FH will be offloaded, staged, and signed over to the NCC for transport to the assembly site.

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## **Deployment Plan**

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The deployment plan prescribes the MAGTF commander's concept for deployment. It organizes the movement groups and assigns tasks and responsibilities. It entails force deployment planning and execution (FDP&E), marshalling priorities, the air and sea movement plans, and identifying the FIE.

FDP&E provides definition of available and required movement dates in JOPES. FDP&E examines deployment options to identify the assets required to move planned forces to the required destinations via airlift and sealift. FDP&E uses backward (reverse) planning.

FDP&E is based on the commander's requirement for the force to arrive as reflected in JOPES/TPFDD. It begins with the required delivery date (RDD) and requires the war planner to determine transit times and possible en route delays during each movement leg.

FDP&E works backwards from the RDD to determine movement dates (time line) from the

origin to the POE, continuing through the POD to the ultimate destination. FDP&E is highly interactive with JOPES and requires constant plan coordination and TPFDD refinement.

### Specific Planning Days and Deployment Dates

#### ***N-day***

The unnamed day an active duty unit is notified for deployment or redeployment. (JP 1-02)

#### ***C-day***

An unnamed day when a deployment operation commences or is to commence. (JP 1-02)

#### ***O-day***

An unnamed day when the MPF offload commences.

#### ***Ready-to-Load-Date (RLD)***

The date when a unit will be ready to move from the origin; i.e., mobilization station. (JP 1-02)

#### ***Available-to-Load-Date (ALD)***

The date specified for each unit in a TPFDD indicating when that unit will be ready to load at the POE. (JP 1-02)

#### ***Earliest Arrival Date (EAD)***

A day relative to C-day that is specified by a planner as the earliest date when a unit, a resupply shipment, or replacement personnel can be accepted at a POD during a deployment. Used with the LAD it defines a delivery window for transportation planning. (JP 1-02)

#### ***Latest Arrival Date (LAD)***

A day relative to C-day that is specified by the supported combatant commander as the latest day when a unit, resupply shipment, or replacement personnel can arrive at the POD and support the concept of operations. Used with the EAD, it defines a delivery window for transportation planning. (JP 1-02)

#### ***RDD***

The date that a force arrives at the destination and completes unloading. (JP 1-02)

#### ***Combatant Commander's Required Date (CRD)***

The date a unit/force is ready to be employed.

#### **Initial Planning**

- Analyze the mission objectives of the force.
- Identify force requirements.
- Develop COAs.
- Analyze existing deployment plans/TPFDD.
- Analyze lift requirements.
- Prepare the MAGTF and CMPF for deployment.

#### **Plan Development**

- Refine and establish mission warfighting priorities and objectives.
- Develop a CONOPS.
- Refine the force and E/L.
- Refine the deployment plan/TPFDD.
- Provide a refined deployment plan/TPFDD to the supported combatant commander for a transportation feasibility estimator (TFE) and throughput analysis.
- Schedule the movement of MPF units.

#### **Marshalling Plan**

At a minimum, the marshalling plan must do the following:

- Designate marshalling areas.
- Identify transportation requirements and allocate transportation assets for movement to marshalling areas.
- List agencies responsible to control movement to marshalling areas and the APOE.
- Establish staging areas at departure airfields.
- List inspection areas and procedures for the flow of deploying personnel, equipment, and supplies through the marshalling areas.
- Prescribe procedures for assembling aircraft loads.
- Disseminate procedures for coordinating with other Services and external support agencies.

## Air Movement Plan

Movement of MPF elements by air involves the strategic airlift of personnel, equipment, and helicopters, and the FF of the MAGTF's FW self-deploying aircraft. Air movement is planned by the MAGTF commander in coordination with the establishing authority, MPF element commanders, the MEF/MARFOR strategic mobility office, and AMC planners. A general air movement plan is developed that prescribes the organization and movement of units that is later refined with validated TPFDD information and compiled in the air movement sequence table (see fig. 5-12).

Unit	APOE	Aircraft	C-Day	O-Day
NEAT 108	Miami, FL	Commercial	C+0	O-14
SLRP	Cherry Point, NC	1 C-17	C+6	O-8
OPP	Cherry Point, NC	L-1011	C+10	O-4
TAAT	Jacksonville, FL	Commercial	C+10	O-4
NSE/NCW	Norfolk, VA	B-747	C+10	O-4
USMC Advance Party	Cherry Point, NC	C-17	C+10	O-4
FAST Platoon	Norfolk, VA	C-17	C+11	O-3
USMC FIE 1	Norfolk, VA	2 C-17s	C+12	O-2
USNR	Norfolk, VA	Commercial	C+12	O-2

**Figure 5-12. Sample General Air Movement Plan.**

### *The Air Movement Sequence Table*

This table reflects MAGTF and Navy TPFDD movement priorities and group organization for deployment. It lists TPFDD unit line numbers (ULNs) based on estimated time of arrival in the AAA, nominally the LAD.

The air movement sequence table, coupled with the air movement requirements listed in the TPFDD, enables movement control agencies to track, identify, and account for deploying elements. Airlift

requirements documented in the TPFDD and AIS deployment databases are the basis for developing specific aircraft load plans once the exact aircraft allocation is known. The MAGTF commander uses JOPES procedures to update the TPFDD with planned aircraft loads for submission to higher, adjacent, and supporting commanders. To assist in updating the TPFDD, the MAGTF commander may use the following air planning information submitted by deploying elements:

- Amount of cargo and passengers to move.
- Availability of cargo and passengers at APOE.
- Distance to deploy the force.
- Diplomatic clearances. APOE/aerial port of debarkation (APOD)/en route support base capabilities.
- APOD/AAA air space security.
- Airflow C3.
- Deployment sequence.
- Aircraft loading factors.
- Airlift tempo and throughput coordination.
- EAD/LAD at the APOD. Normally, there is a 3 to 4 day difference between the EAD and LAD to facilitate Commander, USTRANSCOM and AMC scheduling and reduce service costs.
- Priority and use of airfields.
- ATC requirements.

To provide in-transit visibility (ITV) of capability, upon commencement of airlift, the MAGTF ALE, in coordination with the supporting MEF, will coordinate with the major subordinate commands providing forces to ensure actual cargo and passenger data for each aircraft mission is entered into the TPFDD.

### *Air Space Management*

The supported combatant commander must coordinate early with the HN to establish appropriate air control measures. In an augmentation operation, standard expeditionary air control measures will apply. However, independent operations may require establishment of coordination methods to allow for unhindered air operations (carrier- or

land-based) in and around the AAA. Control zones; approach, holding, and arrival/departure patterns; checkpoints; and ordnance procedures will be established as necessary. Integration of air C2 procedures with the HN is necessary to ensure safety and security of all forces involved. The Marine air command and control system must interface with joint and multinational air C2 systems.

### **Arrival Airfield**

The arrival airfield must meet the requirements set forth in chapter 7. If the arrival airfield and FW base of operations are separate airfields, no conflict will exist and the ACE aircraft may deploy to the base of operations prior to completion of the airlift. However, should one airfield serve both, and security or operational considerations require early employment of FW aircraft during FIE arrivals, the impact on throughput will be significant and probably adverse. The following must be considered when selecting the arrival airfield:

- HN airfield facilities may require expansion and/or duplication.
- Capacity of approaches and traffic pattern; e.g., ramp space; capacity of visual and instrument approach; and departure procedures for the airfield will affect throughput. To enhance airfield capability, expeditionary visual and instrument approach assets will embark early in the FIE.
- Base loading. Adequate space and facilities may not be available. Typically, the better a facility is the more likely its full use by HN organizations.

### **Additional Airfields**

The desire to separate FW and RW operations and parking space limitations may indicate a need for an additional airfield to accept immediate deployment of helicopters. An additional airfield increases arrival airfield throughput, and reduces the problems associated with simultaneous operation of FW and RW aircraft.

### **Sea Movement Plan**

Sea movement includes the MPSRON and other assigned ships (T-AVB and escorts). The numbered fleet commander prepares the sea movement plan that identifies those forces for replenishment and security purposes en route and in the AAA. The initiating directive will specify the command relationships and responsibilities for sea movement (see fig. 5-13).

Location	Activity	C-Day	O-Day
Crete	Underway	C+10	O-14
Suez Canal	Transit	C+1	O-13
Port Suez	Embark NEAT	C+2	O-12
Bab El Mandeb	Pick Up Escort	C+4	O-10
Masirah	Pick Up OPP	C+10	O-4
Hormuz	Pick Up Escort	C+11	O-3
Al Jubail	Arrive AAA	C+13	O-1

**Figure 5-13. Sample Sea Movement Plan.**

Ship movement is planned by the numbered fleet commander, in coordination with the establishing authority, MAGTF commander and the CMPF, to embark the OPP and ensure the coordinated arrival of the MPSRON in the objective area with associated airlifted forces. Ship movements are normally timed to arrive not earlier than 24 hours before the initial airlifted elements arrive. Normally, SLRP deployment is timed to arrive in the operating area 8 to 9 days before ship arrival.

### **FF Plan**

This plan addresses the self-deployment of MAGTF aircraft. It specifies flight routes and schedules, assigns movement increment designations, and provides details for air search and rescue, en route support, aerial refueling, and divert airfields. The MAGTF commander develops this plan with his ACE commander. Direction for and approval of the plan is obtained

from the combatant commander via the establishing authority. Both the MARFOR and AMC may provide aerial refueling. The MAGTF must coordinate strategic refueling support with those organizations' planners.

The FF and airlift plans, while similar, have different requirements that must be coordinated by the supported and supporting combatant commanders. Movement of AMC aircraft and FW MAGTF elements must be coordinated to avoid saturation of staging bases, weather divert alternates, and ATC facilities. En route support bases must possess sufficient ATC, navigational aids (NAVAIDS), C2, billeting and messing, POL, maintenance, and service facilities. Overflight rights may impact on in-flight refueling and staging base requirements. Supporting and supported combatant commanders will provide flight route clearance and security for staging bases and flight routes within their AORs. The use of JOPES ensures coordination of the FF operations.

### **Deployment C2 Measures**

Certain control measures must be decided early. Generally, these measures and their associated tasks and functions are grouped into those required for marshalling and movement.

#### ***Marshalling Control***

- Marshalling areas.
- OPSEC.
- Inspections.
- Briefings.
- Ground movement to APOEs.
- Load procedures.
- Organization of APOEs.
- Deployment support.
- Execute ULN sequence in accordance with TPFDD.
- Provisions for RBE, supplies, and personal effects.

#### ***Movement Control***

- Sea movement concept (CMPF and COMPSRON).
- Closure estimate.
- Track.
- En route stops.
- Escort requirements.
- Replenishment.
- OPP embarkation.
- Air movement concept (MAGTF commander).
- General staging and overflight coordination.
- Sequence of deployment.
- FF routes.
- Aircraft load factors.
- Aerial refueling areas.
- En route support concept.
- En route support base.
- Airlift tempo and throughput coordination.
- EADs, LADs, and RDDs.

### **SLRP and OPP Deployment**

Two unique requirements of an MPF operation are preparing MPS and MPE/S before arrival in the operating area, and assessing the port/beach and arrival airfield before the FIE arrives. Planners should request authority from the supported combatant commander for the earliest possible deployment of the OPP and SLRP. MPSRON repositioning may dictate early OPP deployment. Early SLRP deployment is required to validate geodetic, hydrographic, and facilities data, and coordinate HN support.

### **TPFDD Update and Closure Estimates**

The TPFDD will require updates and maintenance throughout strategic movement of the MPF. Updated closure estimates may require TPFDD modifications. The Commander, USTRANSCOM and the supported and supporting combatant commanders and their Service components will coordinate and validate all TPFDD changes.

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## MPE/S Distribution Plan

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The success or failure of the MPF operation may be determined by the effectiveness of methods established to distribute, account for, and control the issuance of MPE/S. *Methods and controls should be described to all MPE/S users in the distribution plan as part of the arrival and assembly plan. An effective distribution plan will contribute to throughput and ensure strict accountability and security.* Technical assistance from the MARCORLOGCOM (BICmd) TAAT facilitates MPE/S distribution. All MPE/S should be designated to specific battalions, ACE squadrons, and separate companies in MDSS II after the MMC. Designation will ensure that MPE/S goes to the correct unit which will, in-turn, reduce the amount of equipment in the FIE. Consideration must be given to the below requirements to execute the distribution plan.

### Personnel

Adequate numbers of trained personnel must be provided to plan and manage the distribution of equipment and supplies. Personnel are sourced from the MAGTF, NMCB, FH, and NSE, and serve in the SLRP, AAOG, arrival and assembly operations elements (AAOEs), and LFSP. Key personnel familiar with the distribution plan should deploy with the SLRP to perform reconnaissance of the proposed staging areas; identify HNS to assist the distribution; and liaison with the officer in charge (OIC) OPP to reconcile disparities between physical inventories on MPS and load plan E/Ls.

### Equipment

Adequate quantities of AIS equipment are essential for the distribution system to work properly. The AAOG, AACG, LFSP, AAOEs, and NSE should possess automated data processing equipment (ADPE) necessary to fulfill their control

and accountability requirements. Local equipment checklists should be developed to reflect the type and quantities of assets to establish connectivity with the MPF.

### Container Operations Terminal Lot

The CSSE will establish a container operations terminal (COT) lot in the combat service support area (CSSA). Each MPSRON may offload over 2,000 containers, many containing the sustainment of the MAGTF. UAAs may not be initially set-up to receive containers. These unit-specific containers may go into the overflow area of the COT lot until the UAA is prepared to receive them. Grading roads and leveling the ground of the COT lot is critical to the timely distribution of materials in containers. After containers are unloaded, empty containers will be returned to the CSSA COT lot for temporary storage until the reconstitution phase. Commands that desire to use empty containers for other purposes; e.g., bunkers, armories or office spaces, must obtain permission from MARCORLOGCOM (BICmd) through the MAGTF commander. Containers are critical to reconstitution and are expensive to procure. Damage done to the container structure will preclude it from being certified to be embarked aboard MPS.

### MPE/S Accountability

Once all MPE/S are offloaded, accountability for them will transfer from MARCORLOGCOM (BICmd) to the MAGTF commander, who will sub-sign them to MSEs. Upon completion of the MAGTF's mission, MPE/S accountability transfers back to MARCORLOGCOM (BICmd) through the SPMAGTF/CSSD executing the reconstitution.

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## Sustainment Plan

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The Services are responsible for sustainment of their forces, so they must be prepared to establish

their own resupply pipelines. As such, the MAGTF and MARFOR will identify requirements in JOPES for follow-up and sustainment shipping to include the following:

- Supplies and equipment needed that were not part of the PO or the FIE.
- Items for sustainment beyond the 30 days available on MPSRONS. See MCWP 4-12, *Operational Level Logistics*; JP 4-01.4, *JTTP for Joint Theater Distribution*; and JP 4-09, *Joint Doctrine for Global Distribution*.
- Personal demand items (Class VI) and food supplements (Class I) typically required by 0+10. These are listed as nonunit records in the TPFDD.

The initiating directive will designate responsibility for embarkation and movement of the follow-up shipping from the port of origin to the objective area. See also JP 4-01.2, *JTTP for Sealift Support to Joint Operations*; JP 4-01.5, *JTTP for Transportation Terminal Operations*; and JP 4-01.6, *JTTP for Joint Logistics Over-the-Shore*.

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## Reconstitution Plan

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The goal of reconstitution is to reestablish the full function of MPF assets with the desired expeditionary capabilities to support an MPF MAGTF as rapidly as possible.

The decision to reconstitute MPE/S aboard MPS employed in an operation is made at the CJCS level based on recommendations of the combatant commander. A combatant commander, the Services (Navy and Marine Corps), and the Commander, USTRANSCOM will be directed by CJCS to execute the reconstitution. In small operations or exercises, such as one ship being offloaded, the responsible combatant commander will initiate actions to reconstitute. Once initiated, the MPF reconstitution process must be coordinated with the geographic combatant commander and included in redeployment planning (see ch. 8 for reconstitution planning and execution).

## Location Factors

Options for the location of reconstitution sites include the area of the MPF operation or an alternate geographic location. Factors that may contribute to this decision follow:

- If the MPS will be reconstituted in the same form or will be altered to accommodate changes in operational requirements and capabilities.
- Possibility of nuclear, biological, and chemical (NBC) attack or decontamination requirements.
- The availability of maintenance and port facilities.
- The anticipated condition of MPE/S and availability of replacements.
- Time considerations and allowances to accomplish reconstitution.
- A ship certification schedule.
- Retrograde plans.
- Future operational commitments.

## Advance Planning

Advance planning will facilitate the success of the MPF reconstitution and should focus on three functional elements: ground equipment and supplies, NSE, and AGSE.

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## Redeployment Plan

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Redeployment is the transfer of forces and material to support another JFC's operational requirements or to return personnel, equipment, and material to the home and/or demobilization stations for reintegration and/or out-processing. (JP 1-02). Redeployment of the MAGTF and MPF elements from one operating area to another involves the backload of MPE/S previously placed ashore from the ship. How redeployment is conducted depends on the MAGTF's assigned mission and the distance from the POE to the new objective area. During redeployment, JOPES procedures are used.

# CHAPTER 6

## MARSHALLING AND MOVEMENT

Deployment encompasses all activities from origin or home station through destination, specifically including intra-CONUS, intertheater, and intratheater movement legs, staging, and holding area. (JP 1-02) The key point is that MPF deployment involves movement from home station all the way to the TAA. Deploying echelons, organized by plane or ship teams, assemble at their home station, prepare for deployment, and move in accordance with the established plan or when called to stage at APOEs or SPOEs.

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### Marshalling

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Marshalling for sea and air movement is covered in JP 3-02.2, *Joint Doctrine for Amphibious Embarkation and Debarkation*, and Department of Defense Regulation (DODR) 4500.9-R, *Defense Transportation Regulation, Part III, Mobility*.

Parent commands supervise preparing for deployment (see ch. 4). They outline required actions before and after an alert order and procedures that should be included in unit readiness SOPs. Movement to APOEs/SPOEs is accomplished with organic transportation to the maximum extent possible. Requests for transportation in excess of organic capability are coordinated by the LMCC. The CMPF transportation requirements for elements deploying by airlift are coordinated with the MAGTF commander.

AMC will exercise overall control of airlift operations at APOEs. AMC TALCE will establish an air operations center or air terminal operations center at the airfield, through which all information related to onload or offload operations is disseminated. Coordination between the moving unit, DACG, and TALCE is critical to an orderly movement of transport aircraft through the APOE. The arrival of unit

equipment and personnel for onload must be sequenced to avoid bottlenecks at the APOE. The parent MEF and MSEs of the MPF MAGTF will provide an officer at the APOE to coordinate—with DACG and TALCE—the arrival of unit equipment and personnel.

TALCE, DACG, and APOE installation commanders must coordinate to ensure that sufficient ramp space for aircraft parking and equipment staging is available to support the airlift flow. The DACG, in coordination with the APOE installation commander and the base operations support group (BOSG) or station operations support group (SOSG), will ensure shelter and messing for deploying personnel are provided. Helicopter disassembly areas should be located away from passenger and cargo staging areas, yet close enough that aircraft can be towed to the staging area. This area should be sufficiently large enough for MHE to move safely between aircraft. Helicopter disassembly requires cranes, forklifts, tow tractors, light units, and ramp space for work and staging. For SPOE operations, normal embarkation procedures and relationships apply.

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### Sea Movement Group and Air Movement Group

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The MPF is divided into two movement groups based on deployment mode: sea or air. The sea movement group is divided into movement elements that deploy from the same SPOE at approximately the same time. The air movement group (collectively called FIE) is divided into elements that deploy from different APOEs at different times (see fig. 6-1 on p. 6-2).

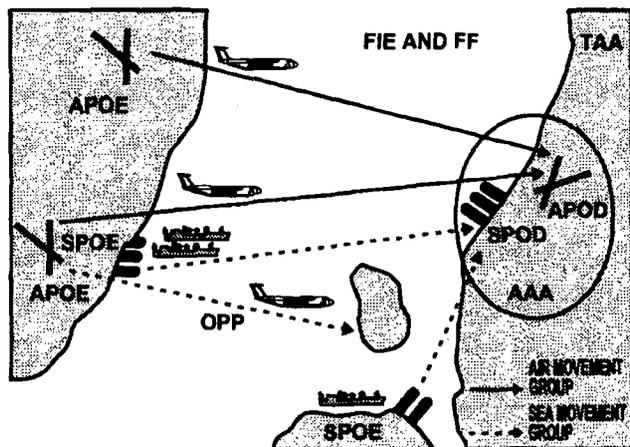


Figure 6-1. Movement Concept.

### Sea Movement Group Elements

The MPSRON will move as directed by the fleet commander. Movement should accommodate the earliest possible embarkation of the OPP. The MPSRON will rendezvous with escorts (if assigned) and transit to the AAA. TAV-B and follow-up shipping will proceed as directed (see app. N for MPSRON capabilities and characteristics).

### OPP

The OPP initially deploys by air but arrives in the AAA as part of the sea movement group aboard the MPSRON (see ch. 7 for OPP functions; app. I for the OPP checklist; and app. O for a notional OPP table of organization [T/O]).

### Follow-Up and Sustainment Shipping

Follow-up shipping provides lift for additional critical items that are not in the MPS PO and could not be lifted as part of the FIE. Depending on the length of the MPF MAGTF employment mission, sustainment shipping will be coordinated to provide all classes of supply past the 30 days aboard the MPSRON.

### Air Movement Group Elements (FIE Organization)

Air movement is a continuous, progressive operation that transports successive elements of the deploying force to the objective area.

The total time required will depend on the number, type, and initial locations of forces to deploy, aircraft availability, range, and throughput considerations. Some critical low density/high demand and other sustainment items may be shipped by air.

### SLRP

See chapter 7 for SLRP functions; appendix H for the SLRP checklist; appendix O for a notional SLRP T/O; and appendix P for the SLRP report format.

### Advance Party

The advance party consists of personnel designated to deploy before the main body to form the AAOG, LFSP, the remainder of the NSE (those not deployed in the OPP or SLRP), and the AAOEs (see ch. 7). The CMPF and the MAGTF commander task-organize the advance party. Primary tasks are to arrange for the reception of the main body, offload the MPSRON, and distribute MPE/S. It may also include the CEs of the MAGTF and CMPF.

### WARNING

**Forces must not be introduced into the AO faster than logistic support can be provided from the offload and throughput processes.**

### Main Body

The main body of the FIE is the balance of forces (less the FF) that remain after the OPP, SLRP, and advance party deploy. Movement of the main body is sequenced to support the offload/arrival and assembly operations. It is essential that the main body's flow be relatively uninterrupted to permit expeditious arrival and assembly and force standup.

### FF

FF operations involve the transit of self-deploying aircraft of the ACE and aerial refueling support. Supporting refuelers may be provided by the

MARFOR or AMC. Different aircraft types may require different planning considerations. If self-deploying aircraft are to use the same arrival airfields as the airlift aircraft, detailed coordination with AMC is required. Profiles/routes should be established for each type of aircraft. The final en route staging base should be located within 1,000 nautical miles (nm) of the destination arrival airfield. This will facilitate moving the ACE to the arrival airfield on call and without the requirement for additional tanker support.

### Movement Control Organizations

A movement control organization is required to provide unity of effort and support the interface with the JOPES. Sea movements are planned and executed by the fleet in accordance with their normal movement control procedures. COMMARFOR, as the primary user of airlift, is responsible for coordinating the air movement. Consequently, the CPMF coordinates with the MAGTF commander for marshalling and movement of USN personnel by air. Coordination for air movement is made directly with Commander, USTRANSCOM and other supporting agencies. Reports of the movement are made through normal chains of command keeping all commands informed (see fig. 6-2). See also

MCWP 4-11.3, *Transportation Operations*; JP 4-01, *Joint Doctrine for the Defense Transportation System*; and JP 4-01.3, *JTTP for Movement Control*.

### FMCC

The FMCC is the MEF commander's principal movement control organization responsible for movement and marshalling support. Through coordination with AMC, the FMCC promulgates the air movement schedule with the parent commands that execute the marshalling activities of the FIE. The FMCC will coordinate directly with MSC and NCC on movement of the MPSRON.

### LMCC

LMCCs are organized from the FSSGs/CSSEs or the supporting establishment in geographic proximity to the marshalling units. LMCCs are tasked by the FMCC to provide organic/commercial transportation, transportation scheduling, MHE, and any other logistics support required by the parent commands during marshalling. LMCCs (FSSGs/CSSEs) will provide a DACG for the APOE as directed by the FMCC.

### DACG

DACGs are the primary interface with the AMC TALCE at APOEs. A DACG is responsible for receiving deploying equipment and personnel from the units at the APOE, coordinating with the TALCE to ensure that the cargo and personnel are properly prepared for air shipment, and delivering cargo to the ready line.

### AACG

AACGs are the primary interface with the AMC TALCE at APODs. An AACG is responsible for receiving and moving personnel, equipment, and supplies from the aircraft flight line to initial staging areas.

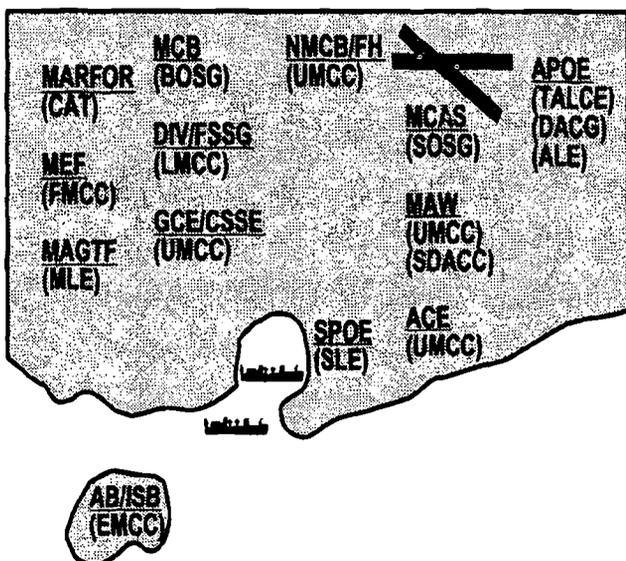


Figure 6-2. Movement Control Organizations.

### **Airlift Liaison Element**

The MAGTF commander will establish a liaison element at each APOE to provide for coordination with the DACG. It includes personnel from the MAGTF and MSEs. The airlift liaison element (ALE) is normally located in the staging areas at designated APOEs. Responsibilities follow:

- Establish liaison with the DACG and other deployment support agencies.
- Assist in the final preparation of vehicles and equipment in accordance with DODR 4500.9-R, Part III.
- Ensure that required dunnage, shoring, and tie-down materiel accompany unit loads to the joint inspection (JI) area.
- Provide load plans, personnel, and cargo manifests, with appropriate copies to the DACG in accordance with DODR 4500.9-R, Part III; and assemble personnel, supplies, and equipment into sequenced preplanned aircraft loads in accordance with established load plans.
- Ensure plane team and/or troop commanders are appointed and properly briefed on their responsibilities.
- Ensure aircraft loads arrive at the JI area at times required/coordinated with the DACG.
- Ensure correction of all load discrepancies found during JIs.
- Adjust aircraft load sequence.
- Deploy with late departing MAGTF elements on the last few aircraft in the airflow.

### **Sealift Liaison Element**

The MAGTF commander will establish a liaison element at each SPOE to provide for coordination with the MAGTF offload liaison team (MOLT) and element embarkation personnel. The sealift liaison element (SLE) includes personnel from the MAGTF and MSEs and is normally located in

the staging areas at designated SPOEs. The SLE establishes liaison with deployment support agencies as required, and assists in the final preparation of vehicles and equipment.

### **Unit Movement Control Center**

The deploying unit will establish an area where the unit will marshal for movement to the APOE or SPOE. The C2 for this area is the unit movement control center (UMCC). The UMCC will coordinate with the LMCC on their planned movement to the APOE or SPOE. For more detail on movement control, see MCWP 4-11.3, *Transportation Operations*.

### **En Route Movement Control Center**

The MEF commander may form ALEs, SLEs, and en route movement control centers (EMCCs) to support the deploying MAGTF by monitoring the air movement and informing the FMCC of any delays in the movement of the FIE and FF. If an unacceptable delay in the deployment of critical personnel or equipment needed for the arrival and assembly phase does occur, the EMCC OIC will direct the offload and reload of personnel and equipment onto other aircraft.

### **TALCE**

If an intermediate staging base (ISB) or advanced base is required for AMC aircraft, a TALCE will deploy to that location to coordinate AMC activity there. The MAGTF may deploy an EMCC with the TALCE to coordinate support for MPF FIE assets that may be delayed at the staging base. Since civilian contract carriers determine their en route support requirements, they are responsible for support of MPF FIE passengers delayed en route because of aircraft maintenance problems.

The TALCE coordinates all aspects of the airlift mission, including aircraft movement control, communications, and technical supervision of loading and marshalling of aircraft. An advanced echelon (ADVON) will deploy ahead of the main TALCE to coordinate strategic and AMC requirements at the arrival airfield. Areas of concern include ramp parking, runway conditions, cargo marshalling areas, and airfield support (crash/fire/rescue, NAVAIDS or personnel support). The ADVON will coordinate with the SLRP (through the airfield coordination officer [ACO]) to obtain services from US forces and the HN. The ADVON may deploy equipment to establish communications with AMC C2 agencies and the ACO before the main TALCE arrives.

### **Host Base/Stations**

Host base/stations assist marshalling units by providing local logistics support, MHE, transportation, security, staging areas, and other support required by the deploying unit. If required, host base/stations assume custody of RBE. MCBs and MCASs will establish a BOSG and SOSG, respectively. The BOSG and SOSG will coordinate their support efforts for the deploying MAGTF.

### **POEs**

Installation commanders at or near POEs provide MHE, transportation, security, and other support as requested by the deploying unit.



# CHAPTER 7

## ARRIVAL AND ASSEMBLY

The AAA is an area of sufficient size and facilities to perform the complex tasks of arrival, offload, MPE/S distribution, assembly, and preparing the MAGTF for employment. Arrival and assembly may well be the most crucial phase of an MPF operation. It includes the following:

- Initial preparation of the AAA.
- Coordinated arrival and offload of MPE/S from the MPSRON in port, across a beach or a combination of both.
- Reception of the FIE.
- Movement and distribution of MPE/S.
- Security.
- Preparing the MAGTF for its employment mission.

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### Responsibilities

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The MAGTF commander is responsible for arrival and assembly operations, including the reception and throughput ashore of MPF equipment, supplies, and personnel. Throughput is a function of the distribution and movement system. Implicit within throughput is processing personnel and material within a specified period of time through a processing point. Accountability of MPE/S upon offload will transfer from BICmd to the MAGTF commander, and eventually to the MSEs' AAOEs at the UAAs.

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### Commencement and Disestablishment

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The arrival and assembly phase begins on arrival of the first MPS or the first transport aircraft mission of the main body at the designated AAA. This phase ends when adequate MPE/S are offloaded and issued to awaiting

units, C2 communications are established, and the MAGTF commander reports that all essential MAGTF elements have attained combat readiness. Simultaneous or subsequent movements from the UAAs for tactical operations by the MAGTF are not considered part of the MPF operation.

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### Arrival and Assembly Plan

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Annex S of the Joint Operation Order, as applied to MPF operations, will contain the arrival and assembly plan. This annex is written by the MAGTF commander, in coordination with the CMPF, and approved by the establishing authority (see app. C for the arrival and assembly plan notional format).

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### SLRP

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The SLRP normally deploys to the AAA under the OPCON of the MAGTF. Early SLRP deployment assesses conditions and reports observations as soon as possible to the MAGTF and associated commanders. SLRP composition is task-organized after the warning order is received and the concept for deployment is developed. The SLRP must be self-sustaining and include, as appropriate, representation from the MAGTF, CMPF, NCW, NMCB, UCT, FH, and CNSE staffs. A MAGTF officer will be designated, in coordination with CMPF (if designated), as the SLRP OIC. Criteria for selecting the SLRP OIC should be based on a knowledge of MPF requirements with consideration given to the diplomatic skills needed to interact with high level HN civilian and military representatives.

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## MOLT

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The MOLT coordinates the offload of MPE/S between the NSE OPP OIC, the ship's master, and the Marine OPP OIC. The team also acts as the AAOG liaison aboard the MPS flagship. MOLT tasks follow:

- Maintain up-to-date automated ship load plans for all MPSs and the associated AIS deployment data for all MPE/S.
- Conduct AIS database training.
- Provide OPP OIC with ship data and special instructions.
- Coordinate berthing and work space requirements onboard MPSs before the OPP embarks.

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## TAAT

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The TAAT advises the MAGTF commander on the offload, issuing MPE/S, and proper documentation/accountability between BICmd and the gaining MAGTF MSE.

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## OPP

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The OPP is a temporary task organization under the OPCON of the MAGTF commander. It consists of maintenance, embarkation personnel, and equipment operators from all MAGTF MSEs and the NSE. The OPP's task is to prepare MPE/S for offload at the AAA. On activation, the OPP will deploy to join the MPS before sailing, during transit or when they arrive at the AAA. Ideally, the OPP should deploy to join the MPS at least 96 hours before AAA closure. If this is not feasible, the OPP should be positioned in the AAA and board the MPS as soon as possible.

The OPP OIC will be a Navy officer designated by CNSE. The Marine OPP contingent will be under the cognizance of the senior Marine officer, called the assistant OPP OIC. On arrival aboard the MPSRON flagship, the

OPP commander will report to COMPSRON to obtain specific directions about shipboard activities. Although dependent on the COMPSRON while embarked, the OPP's responsibilities and priorities are established by the MAGTF commander in coordination with the CMPF. The relationship between the OPP and the ship's master parallels that of an embarked unit commander and the commanding officer of amphibious ships. The OPP OIC will convey the MAGTF commanders offload priorities to the COMPSRON and ship's master. Those priorities will define the objectives for offload preparation by the MPSRON, MCMC, and OPP.

## Organization

The OPP consists of personnel from the MAGTF, NSE, naval embarked advisory team (NEAT), and designated force protection units. The OPP is embarked on the MPSRON by off-load day (O-day) minus 4 (O-4).

The OPP headquarters is comprised of key personnel from the Navy (the OPP OIC and the OICs from the NSE and NEAT); and the MAGTF (the assistant OPP OIC). The OPP OIC will transition to be the OCU OIC on O-1 (Navy-day) to provide continuity of operations. The assistant OPP OIC, designated by the MAGTF commander, may transition to become the MAGTF offload liaison officer. The OPP headquarters is normally billeted aboard the flagship, depending on ship availability.

The OPP OIC will publish the daily OPP situation report (SITREP) (see app. Q). Remaining personnel within the OPP are assigned to specific ships within the MPSRON and are designated as an OPP detachment. The OPP detachment OIC is the senior Marine or Sailor aboard that ship and supervises the preparation effort of Marines and Sailors aboard. The OPP detachment OIC reports directly to the OPP OIC, providing information relevant to the daily OPP SITREP.

## Tasks

Each OPP detachment prepares all the MPSRON ships' offload systems, lighterage, and embarked MPE/S for offload. OPP responsibilities include preparing the ships' cranes, winches, fuel/water discharge systems, and initial depreservation and preparation of MPE/S. The OPP must be thoroughly familiar with MPS configurations and load plans. Preparation of the ships' equipment and MPE/S to support the offload follow:

- Ship's cargo handling systems; e.g., cranes, winches, slings, container handlers, container loading system for logistics vehicle system (LVS), fuel, and water discharge systems.
- Lighterage.
- NSE equipment for instream and beach offload (table of authorized material control number [TAMCNs] that start with "X").
- MHE and vehicles required to support the offload (TAMCNs that start with "B" and "D").
- All other equipment.

## Disestablishment

The OPP disestablishes upon arrival of MPSs and on completion of offload preparations. Members remain aboard to form the nucleus of the debarkation team, augmented as required by MAGTF and NSE personnel who arrive with the FIE.

## Arrival and Assembly Organizations

Arrival and assembly organizations are a composite of personnel from the SLRP, OPP, and the advance party. The advance party is task-organization by the MAGTF commander, and consists of personnel designated to form the nucleus of the arrival and assembly organizations. Primary tasks of the advance party are to arrange for the reception of the main body and MPSRON and provide force protection to the beach, port, airfield, and UAAs. At a minimum, the advance party is comprised of the LFSP (with personnel augments from

the other MSEs); the entire NSE; and Marine, Navy, and USCG force protection units. The advance party should arrive in the AAA on O-4 to prepare for the MPSRON's arrival on O-2 and NSE's preparations on Navy-day.

## Arrival and Assembly Operations Group

The AAOG's function is to coordinate and control arrival and assembly operations. It consists of personnel from all MAGTF elements plus liaison from the CNSE, FH, and NMCB (see fig. 7-1).

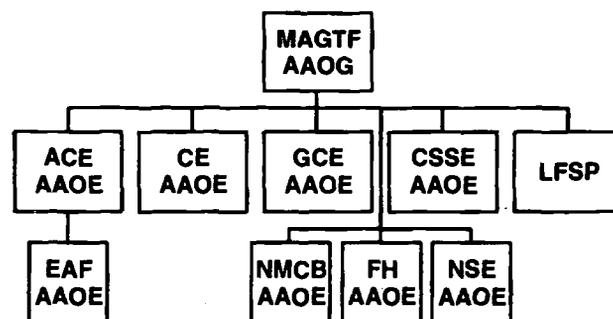


Figure 7-1. C2 Organizations for Arrival and Assembly.

Responsibilities include:

- Monitor the airflow of the FIE into the AAA.
- Coordinate and monitor the throughput and distribution of MPE/S from the MPS to the UAAs, specifically the AAOEs within those areas.
- Coordinate the association of MPE/S with designated organizations.
- Provide initial C2 functions for the MAGTF in the AAA.
- Direct and coordinate AAOE operations.
- Provide direction, coordinate, and interface with the LFSP and ACO until the respective MAGTF elements assume responsibility for those functions.
- Publish the daily SITREP (see app. R.)
- Coordinate with HN for support of offload and throughput operations.

- Prioritize resources for offload and throughput of MPE/S to AAOEs.

## AAOE

Each element within the MAGTF and NSE establishes an AAOE to perform the following tasks:

- Provide initial C2 activities within their assembly area until arrival of the element commander.
- Obtain receipts for MPE/S and verify items with the AAOG.
- Distribute MPE/S to unit equipment reception points (ERPs) per the MAGTF commander's distribution plan.
- Provide liaison with the AAOG.
- Coordinate security in UAAs.
- Oversee preparations for combat.
- Provide throughput reports to the AAOG as directed in the arrival and assembly plan.

## ACO

The ACO is designated by the MAGTF commander under the cognizance of the ACE, and acts as the single point of contact for HNS and other support peculiar to aviation operations at the airfields. Non-AMC support requirements identified by the TALCE ADVON will be coordinated through the ACO. The ACO should be a member of the SLRP to facilitate early airfield operational planning. Functions coordinated by the ACO follow:

- Ramp allocation and aircraft parking.
- ATC.
- Fuel storage and dispensing.
- Aircraft rescue and fire fighting (ARFF).
- Allocation of facilities and real estate.
- Flight clearance.
- Airfield improvement.
- NAVAIDS.
- Arresting gear.
- Airfield lighting.
- Interface with the AACG.

## LFSP

The LFSP is a task-organized unit composed primarily of personnel and equipment from the CSSE. The headquarters is usually sourced from that FSSG's transportation support battalion (TSB) and NSE augmented by other MAGTF elements. The LFSP controls throughput of personnel and MPE/S at the port, beach, and airfield. The LFSP falls under the OPCON of the AAOG OIC (see fig. 7-2).

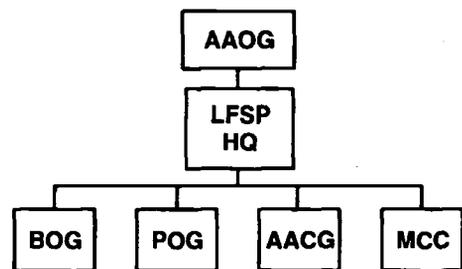


Figure 7-2. LFSP Organization.

The four principal throughput organizations of the LFSP follow:

- Port operations group (POG).
- Beach operations group (BOG).
- AACG.
- MCC.

## POG

The POG is task-organized from the TSB's beach and terminal operations company and the Navy cargo handling force (NCHF). The POG may be retained after arrival and assembly for the offload of follow-up or sustainment shipping and for retrograde of damaged equipment. It prepares the port before the MPS arrives and the throughput of MPE/S as they are offloaded. The POG operates under the overall direction of the LFSP and in coordination with the ship's debarkation officer (see fig. 7-3).

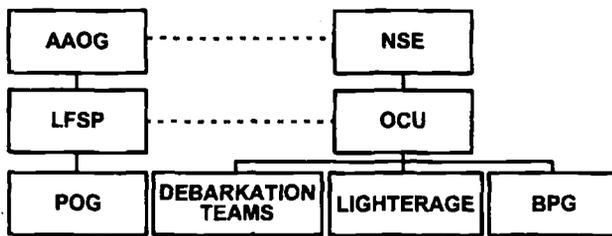


Figure 7-3. Pier Side Offload Organization.

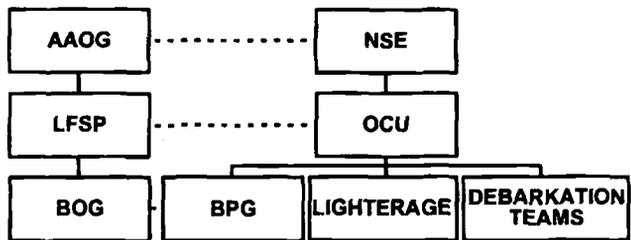


Figure 7-4. Instream Offload Organization.

Functions follow:

- Establish overflow areas for MPE/S.
- Provide surge vehicle operators.
- Establish communications with the LFSP and ship's debarkation officer.
- Establish liaison with HN port authorities for operations and MHE, longshoreman support, and dunnage.
- Provide MHE support including shore-based cranes, forklifts, tractors, dollies or lighting.
- Assist NCHF detachments in ship offload as directed and transport cargo to overflow areas.
- Establish bulk fuel/water reception and transfer facilities as directed.
- Be prepared to continue port operations for follow-up shipping.

**BOG**

The BOG is task-organized from TSB's landing support company and the NSE. It operates under the overall direction of the LFSP and in coordination with the OCU (see fig. 7-4). It may be retained after the arrival and assembly for the offload of follow-up or sustainment shipping. Functions of the BOG and associated NSE BPTs follow:

- Provide the beach area C2 for MPE/S throughput.
- Organize and develop the beach area to support the MPE/S throughput, including designating and establishing overflow areas.
- Coordinate bulk liquids' transfer.

- Offload lighterage at the beach.
- Provide direction for drivers to move vehicles from the lighterage off the beach.
- Provide surge vehicle operators.
- Prepare for follow-up operations.

**AACG**

The AACG is responsible for the control and coordination of the offload of airlifted units and equipment, and provides limited CSS to those units. It is task-organized around a nucleus provided by the landing support company of the TSB, and is structured and manned to provide continuous operations support for multiple aircraft. Normally, the AACG will deploy with the advance party to initiate operations at the arrival airfield. The AACG is the interface between the LFSP and the TALCE at the arrival airfield (see fig. 7-5).

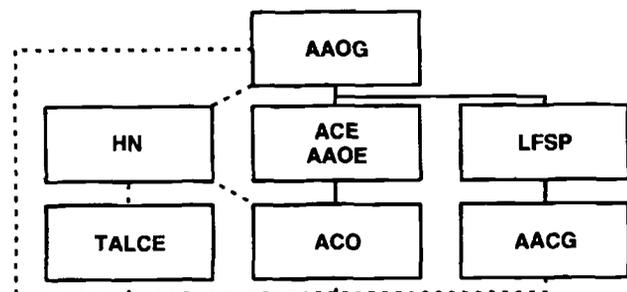


Figure 7-5. AACG Relationships.

## MCC

The MCC operates under the cognizance of the LFSP and coordinates with the FMCC during unit movement, force tracking, and maneuver/convoy planning. Movement control functions consists of planning, validating, allocating, routing, managing, prioritizing, coordinating, and force tracking on all transportation issues. This may include support of reception, staging, and onward movement of forces. See JP 4-01.8, *JTTP for Joint Reception, Staging, Onward Movement, and Integration*, for more information. The MCC normally includes operations and logistics representation. Size and complexity of MPS arrival and assembly operations determine the actual structure of the MCC. MCC tasks follow:

- Plan transportation support, develop policies, provide guidance, recommend movement priorities and procedures for movement control and highway regulations guidance to the FMCC.
- Plan, coordinate, and oversee large or special movements with the FMCC.
- When delegated by the FMCC, issue convoy clearance for approved movements.
- Provide highway movement planning assistance to the FMCC to designate MSRs and establish control measures to support the MAGTF commander's CONOPS.
- Coordinate movements with the FPO to ensure appropriate security is in place.

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## STS Movement

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CMPF is responsible for accomplishing the offload of MPE/S (instream or pier side). The OCU executes the offload—under the direction of the offload control officer (OCO)—who reports to CNSE. CNSE coordinates with the AAOG for offload matters. The OIC of the OPP becomes the OCO upon arrival of the ship and completion of offload preparations.

For instream offload operations, the ship's debarkation officer, lighterage, and BPT report to the OCO.

The debarkation officer's responsibility is to coordinate the efforts of the Navy cargo handling detachment, Marine debarkation teams, and the employment of lighterage to most efficiently offload each ship. The Navy cargo handling detachment will conduct the LO/LO while Marines conduct the RO/RO or move PEIs under the hatch square for the cargo handling detachment.

Lighterage consists of causeway ferries; side-loading warping tugs (SLWTs); and landing craft, mechanized-8s (LCM-8s) that are maintained by the NSE. Boat crews report to the OCO for ship and beaching assignments.

The beach party group (BPG) and its BPTs are the NSE units responsible for beach operations. The BPG reports to the OCO and advises the OCO about areas available for causeway/boat landings and transferring bulk liquids. The BPG, which may be TACON to the LFSP, coordinates with the BOG.

For pier side offload operations, all is the same as for instream offload operations except there is no BPG required. Lighterage may be offloaded and placed ashore or in the water as directed by the primary control officer (PCO).

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## Port Operations

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Offload of the MPSRON in a port, especially simultaneous offloading of more than one ship, will accelerate throughput. A port offload requires less personnel, reduces the potential for MPE/S damage or loss, and is far less susceptible to the effects of sea state and weather. But it requires more interface with the HN and increases the likelihood of encountering restrictions on handling and transporting ammunition, POL, and hazardous cargo. Civilian ship traffic, labor unions, and general port congestion must also be considered. As a general comment, MPF deployment to a port with sufficient pier space and staging areas to accommodate the simultaneous pier side offload of an entire MPSRON is

an unlikely scenario. Manpower required for such multiple offloads will very quickly outstrip the MAGTF/NSE's personnel staffing.

### **Port Area**

The port area is organized by the POG commander under the overall direction of the LFSP commander. To offload, it may be necessary to establish port overflow areas within the port terminal. Overflow areas should be able to accommodate temporary staging and handling of MPE/S.

### **POLs and Ammunition**

*POLs and ammunition should not be held in the port or port overflow areas. They should be transported directly to CSSE storage sites.*

### **Port Authority**

If the HN port authority is not functioning, the CMPF or SDDC will assume this responsibility. If the HN port authority is functioning, the CMPF will designate a Navy port liaison officer (LNO) to provide coordination between the MPSRON and the HN. The port LNO advises the port authority regarding cargo characteristics (including hazardous cargo) and offload requirements that may impact on port activities. The port LNO also coordinates with HNS representatives on the following:

- Environmental data (tides, winds, obstructions), NAVAIDS, and harbor information required for safe operations.
- Berths and/or anchorages.
- Tug/pilot services.
- Firefighting services.
- Pier side services.

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### **Beach Operations**

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A beach offload may be the only means to bring MPE/S ashore or a beach operation may

be conducted with a port operation to accelerate the overall rate of discharge. The advantages of accelerated throughput must be weighed against the disadvantages inherent in beach operations. Simultaneous beach and port operations will significantly expand the size of the LFSP and NSE. A beach operation for an MPF operation is similar to the general offloading period of an amphibious operation. The overall consideration in beach organization is throughput of cargo to inland destinations. The BOG must make the best possible use of existing beach exits and hard surfaces available for staging and road networks.

The proximity of existing bulk liquid storage or areas suitable for installation of amphibious bulk liquid transfer systems and means to transport bulk fluids (pipeline or tanker) to airfields must be considered. Trafficability across the beach to staging areas and roads must be evaluated. The beach must be organized to accommodate a number of landing points and to facilitate lighterage control. Normally, one colored beach is required for one MPSRON. Each colored beach is segmented into four numbered beaches, one each for wheeled vehicles, containers, tracked vehicles, and bulk liquids.

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### **Arrival Airfield Operations**

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The arrival airfield is located within the AAA and, ideally, in proximity to the offload port or beach. Arrival airfield operations must meet the concerns and requirements of the TALCE, AACG, and ACO. Designation of offload ramps and holding areas will be accomplished jointly by the TALCE and AACG. Holding areas will be established sufficiently clear of the offload ramps to avoid congestion and to support loading of passengers and equipment for further transport to assembly areas. Temporary facilities will be established close to holding areas for medical and other support (portable toilets, shelter or water) for arriving units. Facilities will also be

established for AACG and TALCE support (C3, billeting, and messing).

## MPE/S Distribution

Effective execution of the distribution plan, as discussed in chapter 5, is paramount to maintain accountability of MPE/S to ensure they are delivered to the correct UAA and received by the AAOE. AAOEs conduct inventories and inspections of all designated MPE/S to ensure the element is ready for standup.

UAAs are geographic locations for the reception and employment preparation of MSE/NSE MPE/S (see fig. 7-6).

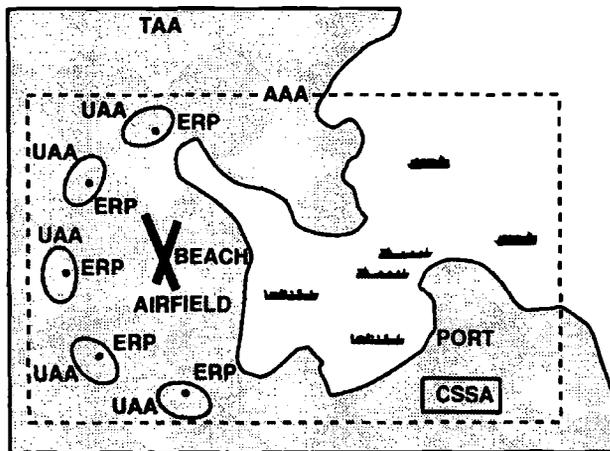


Figure 7-6. AAA.

## Force Standup

Standup is those actions required to prepare units for operational missions. This occurs after all arrival and assembly operations are completed. (all MPE/S have been distributed to and received by the AAOEs in their UAAs). The AAOE is the C2 node for the UAA. A UAA may have multiple ERPs for specific units of that MSE (see fig. 7-7).

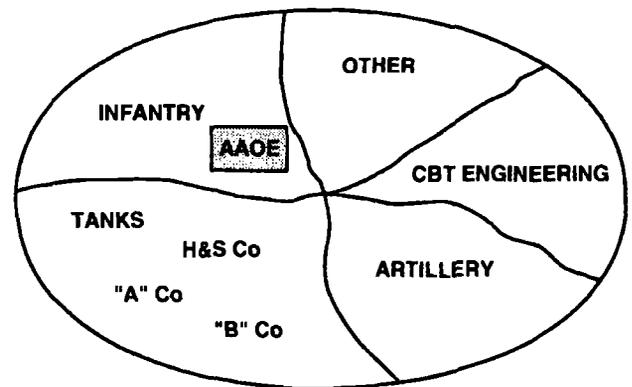


Figure 7-7. ERPs within the GCE UAA.

Detailed planning by each MAGTF element is required so that the element is prepared for employment in accordance with the MAGTF commander's CONOPS. Force standup actions follow:

- Create consolidated memorandum receipts (CMRs).
- Establish the COT and execute the MAGTF container plan (see fig. 7-8 for a notional COT).
- Prepare for reception, staging, onward movement, and integration.
- Distribute element/unit MPE/S in containers.
- Associate collateral equipment to PEIs.
- Conduct limited technical inspections (LTIs) and operational checks of vehicles and equipment.
- Boresight weapons systems.
- Calibrate all equipment.
- Perform required maintenance.
- Standup logistics trains and available CSSE to support tactical operations as required.
- Move FIE personnel and cargo to UAAs.
- Establish potable water production capability.
- Prepare runways for sustained operations.
- Prepare aircraft beddown sites.
- Assemble EAF as necessary.
- Establish initial supply dumps.

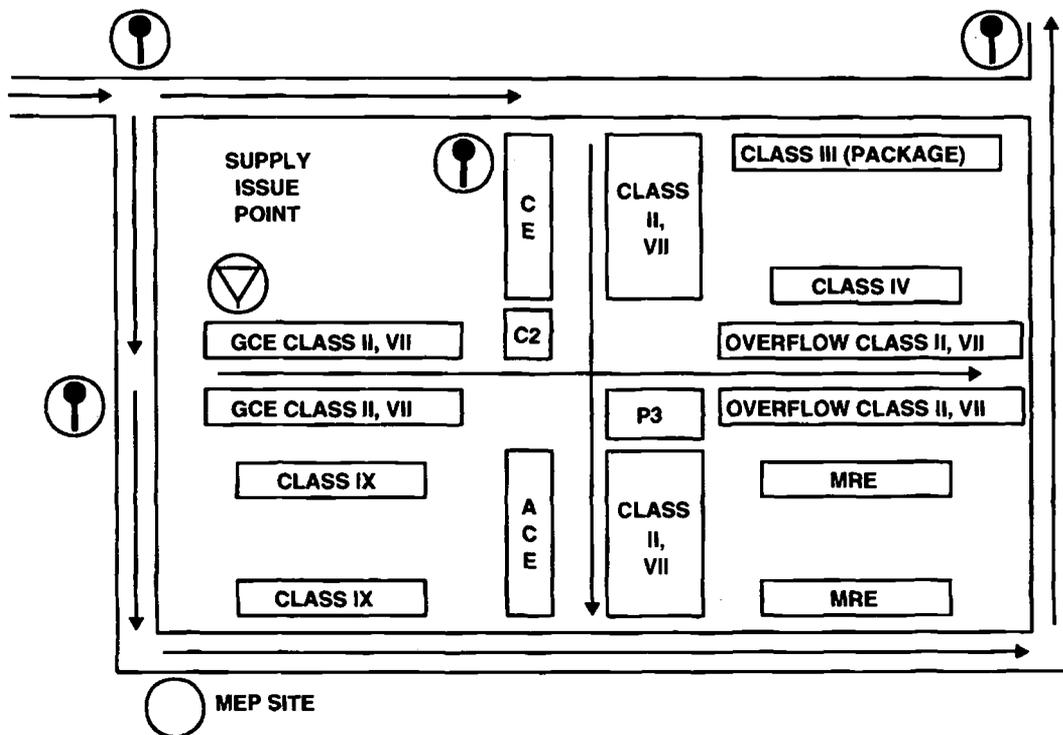


Figure 7-8. Notional COT.



# CHAPTER 8

## RECONSTITUTION

This fifth phase of MPF operations is referred to as *reconstitution*. It involves regenerating and replenishing the MPE/S to attain the PO and reestablish the warfighting capability aboard the MPS as rapidly as possible upon completion of MAGTF employment operations. MPS reconstitution may include replenishing equipment and supplies from the CONUS.

Detailed planning for reconstituting the MPF is the responsibility of the designated MARFOR commander supported by augmentation from the supporting establishment. Specific intheater reconstitution objectives and operational and logistical factors will ultimately influence the supported combatant commander's guidance to the MARFOR.

In addition to the supported combatant commander's planning guidance, the Service headquarters will provide its own guidance to the Marine component commander to ensure operational requirements in support of all combatant commanders are considered in the planning effort.

To assist the MARFOR to plan and coordinate, an executive coordination group (ECG) will be established by the Deputy Commandant for Plans, Policies, and Operations (DC, PP&O), with OPNAV (N75), during initial MPS reconstitution planning. The ECG will develop the framework for reconstituting the MPS and advise the MARFOR on Service headquarters' priorities.

Reconstitution is fully complete once MPSRONs redeploy and reintegrate into and finish their MMC.

### SECTION I. A TOTAL PROCESS

Reconstitution is a total process that includes planning, establishing a C2 structure, developing and maintaining supply lines, assembling supporting personnel and equipment, deployment, site development, coordination, redeployment and finally, completing the process at BICmd (see fig. 8-1 on p. 8-2). It could also include reorganizing forces, redistributing resources, and regenerating and replenishing equipment and supplies needed to fully execute reconstitution operations. Reconstitution focuses on those efforts in theater to rebuild the MPF capability with in theater resources for a specific time (normally not exceeding 6 months) and may include limited replenishment from the CONUS to achieve the combatant commanders' and MARFOR's readiness objectives. Extensive replenishment of MPE/S will primarily take place in the CONUS during the MMC process. It may take 3 to 5 years after

a major regional conflict to fully reconstitute the entire MPF. Reconstitution is conducted in two distinct phases: planning and execution.

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#### Phase I, Planning

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##### Stage I, Predeployment

Stage I begins with establishing the ECG, followed by the following minimum actions:

- Review ECG structure, working groups, membership, objectives, and tasks.
- Develop reconstitution liaison support team (RLST) battle-roster of members to deploy in the theater of operations to support the MARFOR with reconstitution planning and coordination requirements. Details on the organization and tasks of the RLST begin on page 8-10.

PHASE I: PLANNING			PHASE II: EXECUTION	
Stage I	Stage II		Stage I	Stage II
Initial Planning Conference	Mid-Planning Conference		RECONSTITUTION	
Establish ECG: - Coordinate meetings. - Discuss sourcing and resourcing. - Develop planning guidance.  <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-left: 20px;">CONUS</div>	Part I  Develop CONOPS.	Part II  Conduct site survey.	Review POs. Create and distribute MPS plans.  <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-left: 20px;">Intheater</div>	<div style="border: 1px solid black; padding: 2px; width: fit-content; margin-left: 20px;">Regeneration</div> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-left: 20px; margin-top: 20px;">Reprioritization</div> <div style="border: 1px solid black; padding: 2px; width: fit-content; margin-left: 20px; margin-top: 20px;">CONUS</div>
N-day	R-day	R+60	R+249	3+ Years

Figure 8-1. Reconstitution Planning and Execution Matrix.

- Hold an initial planning conference (IPC) to develop time lines and initiate coordination of requirements with the designated MARFOR.
- Develop and publish reconstitution planning guidance message based on Chief of Naval Operations (CNO)/CMC guidance (see app. S).
- Schedule an IPC to review options, recommendations, and initial planning guidance.
- Coordinate with MARFOR and combatant commander staffs affected by the MPF employment to develop future requirements and review reconstitution objectives.
- Source the ECG members to report for planning to the senior member of the ECG (PP&O, PO).
- Coordinate with PP&O reconstitution and redeployment planning team to ensure essential elements; i.e., priorities for MPF reconstitution, guidance on level of in theater, outside AOR and CONUS reconstitution are included in the HQMC planning guidance message.

- Recommend changes to the MMC to DC, PP&O, and associated changes to ship's maintenance and hull certifications as required to MSC (via PP&O).
- Request MARFOR decision in coordination with combatant commander, on locations for reconstitution backload, maintenance, wash-down, and staging areas.

The IPC is designed to collectively review doctrine, refine procedures, and begin initial reconstitution planning at the Service headquarters and supporting establishment levels based on initial MARFOR input.

### Stage II, Post-Employment

Once the MPF employs and is conducting MAGTF operations ashore, the ECG coordinates the mid-planning conference (MPC).

The MPC is usually held before terminating MAGTF operations. It marks the end of advance

planning and the beginning of operational planning and execution. Conference participants will bring an assessment of their reconstitution capabilities and requirements. The MARFOR's representative will bring the proposed retrograde plan and a summary of operational considerations, which may impact reconstitution operations. Actions required during the MPC include the following:

- Review and validate MPF operational and logistics requirements.
- Prepare sourcing and PO attainment strategies for MPF reconstitution. Attainment is the process to assemble the quantity required of an item from new acquisitions, the stores' systems or unit T/Es.
- Develop plans, orders, and LOIs.

The RLST prepares for deployment into the theater of operations (in coordination with the MARFOR and combatant commander's staff) to support on-site planning and coordinating the reconstitution of the MPS. The following actions by the ECG and RLST are planned during this stage:

- Review and validate the members of the RLST and coordinate deploying personnel with MARFOR.
- Begin validating and updating planning assumptions and the extent of reconstitution actions.
- Establish the composition of support personnel to include MEF LNOs and Marine Corps Systems Command (MARCORSYSCOM) program manager representatives for deployment to reconstitution sites.
- Schedule the MPC in the CONUS or intheater (depending on anticipated required time line) to accomplish the following:
  - Review the extent of MPE/S downloaded from the MPS and the impact on attainment planning factors.
  - Continuously review MPE/S usage and damage reports to use as planning factors to determine the overall attainment timeline.

- Review/validate the established PO and provide recommended changes for future POs based on attainment, fielding, and acquisition factors.
- Review HQMC published guidance on the overall redeployment, deactivation, and reconstitution plan to verify possible impact on MPS reconstitution; e.g., available units.
- Review the list of equipment to be returned to the MPF reconstitution area; required equipment condition codes; unit equipment preparation responsibilities; and locations equipment must be returned so the SPMAGTF/CSSD can prepare to reconstitute aboard the MPS.
- Review MPS and MPSRON priorities for reconstitution within the context of other requirements such as assets for follow-on missions, MEUs, equipment redeploying back to home station, theater sustainment stocks, and other prepositioned assets.
- Establish MARCORLOGCOM support composition, to include BICmd TAAT, for deployment to the reconstitution site.
- Review the sourcing and organization for the reconstitution elements; e.g., Marine Logistics Command (MLC) or SPMAGTF/CSSD (see app. T for notional T/O and T/E).

### **Stage III, Transition to Execution (Phase V, MPF Operations)**

Stage III begins with establishing a designated redeployment day (R-day) when MARFOR and NAVFOR units may begin reconstitution. Before the first MPS can be backloaded with MPE/S, they must be prepared for long-term storage. At least 60 days of preparation activities (maintenance, cleaning, level-A packaging, preservation, etc.) will likely occur before the first ships' MPE/S are staged and ready for backload between R-day through R+60. The MARFOR will schedule a final planning conference (FPC) intheater, once R-day is established, to accomplish the following:

- Review the redeployment time line and impact to reconstitution operations.

- With assistance of the RLST, the MARFOR will develop a final time line and estimated completion dates for reconstitution of the MPS in theater. This plan requires final approval from the MARFOR in coordination with the combatant commander and Service headquarters.
- Finish preparing staging, washdown, maintenance, and warehousing sites.
- Review and submit critical, high demand, support equipment (LVS, MHE, container-handling equipment [CHE], generators, etc.) requirements to the MAGTF CSSE.
- Review available equipment from the CONUS (MARCORLOGCOM and Naval Facilities Engineering Command [NAVFACENCOM]) and determine impact on the time line and on the last date to ship assets from the CONUS in theater.
- Review the overall process to include:
  - ◆ MPE/S turn-in, receipt, and inventory procedures.
  - ◆ Advance lists of equipment to be returned to the reconstitution sites.
  - ◆ Required MPE/S condition codes.
  - ◆ Unit responsibilities for preparation of MPE/S for turn-in and turn-in locations.

*Reconstitution differs from redeployment in purpose and scope both in terms of the redeployment of the MAGTF, and the redeployment of the MPSRONS. During the reconstitution phase units no longer involved in the MAGTF employment mission will either redeploy or be reassigned to support the reconstitution mission. These concurrent, mutually supporting actions call for detailed integration in planning and execution to ensure adequate personnel remain in theater to assist in the MPF reconstitution effort.*

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## Phase II, Execution

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Reconstitution occurs outside the CONUS (OCONUS) and CONUS. Depending on force protection, available infrastructure, number of

MPSRONS being reconstituted and reconstitution asset locations, OCONUS execution may occur in locations outside the AOR and include CONUS efforts that could expand beyond BICmd. When planning for reconstitution, regeneration, and replenishment actions, the MMC process must be fully integrated into the overarching plan to ensure seamless attainment of the PO. The RLST ensures this process transitions from intheater operations to the CONUS; transition continues until all the MPS are integrated into the MMC schedule and the normal maintenance and hull certification process is underway. A repositioning of prepositioned capabilities aboard MPS must also support global operational requirements that cross combatant commander AORs if more than one MPSRON is used to support MAGTF operations ashore.

### Stage I, OCONUS (In Theater)

The supported combatant commander will designate the Marine component commander in the AOR to reconstitute the MPF. A SPMAGTF or CSSD will perform the functions to reconstitute the MPE/S to its pre-conflict status or a designated operational readiness status. During reconstitution, replenishment of assets from CONUS occurs for those assets that MARCORLOGCOM and NAVFACENCOM can transport into the AOR within the reconstitution time line. Assets may also be available in theater.

The operational/redeployment time line, directed by the supported combatant commander, will ultimately determine the extent and duration of in theater reconstitution.

### Stage II, CONUS (BICmd)

COMMARCORLOGCOM is designated by HQMC as the executive agent to coordinate the reconstitution of Navy and Marine Corps MPE/S in the CONUS and support reconstitution requirements OCONUS. BICmd is designated as the

executive agent for MARCORLOGCOM for the maintenance and readiness of MPE/S.

Fiscal, strategic air/sea lift, storage facilities, labor, and equipment production are all variables that will influence selecting reconstitution sites.

Past operations show that reconstitution in the CONUS occurring at BICmd with depot-level repairs occurring at Marine Corps Logistics Base, Albany, GA and support from the Defense Logistics Agency (DLA) is most effective.

## SECTION II. PARTICIPANTS AND RESPONSIBILITIES

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### HQMC

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#### Operations Division (PO)

- Establish the ECG and identify the chair/co-chair members as required.
- Plan, coordinate, and conduct an MPC.
- Coordinate with the JS, combatant commanders, and MARFOR staffs for recommendations of operational priority for MPS backlog.
- Fill RLST LNO requirements to the MARFOR.
- Assign appropriate personnel to support planning and coordination.
- Coordinate the publication of CMC guidance for reconstitution and redeployment of the MPF and operating forces to include reserve deactivation and required adjustments to the unit deployment program.

#### Logistics Branch (LP)

- Promulgate policy guidance for logistics in support of reconstitution.
- Identify an asset redistribution policy based on availability.
- Assign appropriate personnel to support planning and coordination.
- Fill RLST LNO requirements to the MARFOR.

#### Aviation Logistics Branch (ASL)

- Promulgate policy guidance for reconstitution of aviation supplies and equipment and AGSE.
- Assign personnel to support planning and coordination.
- Fill RLST LNO requirements to the MARFOR.

#### Programs and Resources (P&R)

- Promulgate funding guidance for MPF reconstitution.
- Develop and track a budget for reconstitution and provide funding.
- Assign appropriate personnel to support planning and coordination.

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### CNO

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- Designate co-chair members of the ECG.
- Assist in the planning and coordination of Navy personnel attendance at planning conferences.
- Develop an asset redistribution policy to attain to the PO.
- Prescribe acceptable levels of MPE/S readiness based on operational requirements.
- Provide funding for lighterage repair, ship maintenance, and MPE/S reconstitution.
- Fill LNO requirements to the NAVFOR.
- Designate appropriate personnel to support planning and coordination.
- Promulgate CNO guidance for reconstitution.
- In coordination with NAVFOR, fleet units, and MARCORSYSCOM, determine and submit fiscal requirements to support intheater reconstitution of Navy units.

#### Ordnance Programs and Policy Branch (N411) and Head Budget and Legislation (N78C1)

- Determine and submit fiscal requirements to support intheater reconstitution of Class V(A).

- Coordinate the development of a Class V(A) reconstitution plan. The level of detail will include the naval ammunition logistic code.
- Validate and publish a sourcing plan for reconstitution of Class V(A).
- Direct the movement of Naval Airborne Weapons Maintenance Unit One (NAWMU-1), if required, to support in theater reconstitution of Class V(A).
- Determine Navy supporting establishment personnel requirements to support recontainerization of Class V(A) during intheater reconstitution; submit to OPNAV N1 for sourcing.
- Direct movement of modular cargo delivery system (MCDS) shipping required for in theater reconstitution of Class V(A).
- Determine and submit fiscal resources required to support USMC EAF equipment reconstitution plan (OPNAV/N78 [Air Warfare Division]).
- Designate all units to perform reconstitution and identify any shortfalls to Service resource sponsor.
- Establish priorities for retrograde, equipment maintenance, and unit maintenance responsibilities.
- Designate and contract for wash down sites from the HN to ensure all MPE/S meet United States Department of Agriculture (USDA) inspection standards and arrange for a senior agricultural inspector and inspection team.
- Establish maintenance areas, staging sites, and warehousing facilities to support reconstitution.
- Establish priorities for use of high demand equipment used during reconstitution and retrograde operations; e.g., forklift, rough terrain container handler (RTCH), LVS or refuelers.
- Determine requirements and requisition the packaging materials to repalletize the Class V(A) and Class V(W) apportioned by OPNAV N411 and MARCORSYSCOM for reconstitution.

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### **MARFOR/NAVFOR Designated to Conduct Intheater Reconstitution**

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- Determine primary and secondary sites to conduct reconstitution operations.
- Publish operational level reconstitution LOI.
- Publish guidance for the return of MPE/S (post MAGTF employment) to include shipping containers; e.g., storage and transportation frames, vehicle storage transportation frames, original packaging materials, and dunnage or pallets.
- Ensure the redeployment plan is coordinated with the reconstitution plan.
- Ensure appropriate force protection.
- Develop a communications plan to support reconstitution.
- Provide instructions for the security, inventory, and condition coding of all MPE/S.
- Monitor, track, and account for all reconstitution expenses/services and forward to Service resource sponsors.
- Develop information technology (IT) plan to support the use of the retail ordnance logistics management system (ROLMS) to provide total asset visibility for Class V(A) and Class V(W) during in theater reconstitution.
- Develop a receipt, segregation, stowage, and issue (RSS&I) plan to support Class V(A) and Class V(W) reconstitution.
- Determine requirements for units of the Naval Industrial Supporting Establishment to determine Class V(A) and Class V(W) serviceability or to perform in theater airborne weapons maintenance.
- In coordination with MARCORLOGCOM, MARCORSYSCOM, and the resource sponsor, determine and submit fiscal resource requirements to support intheater reconstitution.

### **Supporting MARFOR/NAVFOR and Commands**

- Marine Corps Forces Atlantic (MARFORLANT).
- Marine Corps Forces Pacific (MARFORPAC).
- Marine Corps Forces Europe (MARFOREUR).

- Marine Corps Forces Reserve.
- US Marine Forces Central Command.
- US Marine Corps Forces South.
- Marine Corps Combat Development Command (MCCDC).
- Amphibious groups (PHIBGRUs).
- NBGs.
- NAWMU-1.
- Naval Weapons Stations.

The above organizations participate by doing the following:

- Provide assistance.
- Attend planning conferences.
- Determine respective combatant commander's operational priorities for reconstitution.
- Recommend reconstitution options to the ECG.

### **MPSRON Staff**

- Assign an RLST LNO (more than one LNO may be required).
- Attend planning conferences and provide a standing member to the ECG.
- Provide support as directed.

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## **Supporting Establishment**

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### **MARCORLOGCOM/BICmd**

- Develop plans and procedures for the following:
  - MPS load plans and data accuracy.
  - Sourcing, attainment, sustainment, and disposition.
  - Distribution of assets.
  - Readiness reporting.
- Coordinate with HQMC to develop the basic reconstitution plan for the MPC.
- Determine the coordination and monitoring requirements of spreadload configuration management and data sources for MPE/S.
- Determine funding requirements and fiscal constraints for all USMC MPE/S PO attainment (and shortfalls) for all classes of supply

usage models; submit results and recommended COAs to HQMC (LP).

- Coordinate with HQMC and MARFORPAC/EUR to recommend MMC integration/rotation schedule.
- Deploy a TAAT to support MPE/S reconstitution.
- Designate personnel for the ECG, RLST, and appropriate working groups; e.g., Plans and Attainment Working Group or Fiscal Working Group.

### **MARCORSYSCOM**

- Assist in the development of plans and procedures to facilitate MPE/S and Class V(W) (by Department of Defense Identification Code [DODIC]) reconstitution with regard to the following:
  - Sourcing, attainment, sustainment, and disposition.
  - Distribution of assets.
- Determine the funding requirements, fiscal constraints, and material restraints for all MPE/S PO attainment (and shortfalls) as it applies to programs of record, submit results and recommended COAs to HQMC (PO).
- Determine and submit fiscal resources required to support in theater reconstitution of Class V(W).
- Coordinate with HQMC, MARFORs, MARCORLOGCOM, and BICmd to recommend the fielding of new equipment and modifications, including Class V(W) to coincide with the priority of the MPS backload and the approved MMC integration/rotation schedule.
- Designate personnel required for the ECG and the appropriate working groups; e.g., Plans and Attainment Working Group to include the Class V(W) Ammunition and Fiscal Cells.
- Determine personnel requirements for in theater support for reconstitution, to include staffing the RLST, and deploy personnel as required.
- Identify and coordinate shipping requirements for in theater reconstitution of Class V(W).

### **Naval Supply Systems Command-Naval Operational Logistics Support Command (NAVSUP-NOLSC)**

- Develop a Class V(A) reconstitution sourcing plan and submit to OPNAV N411.
- Requisition Class V(A), as directed by OPNAV N411, to support reconstitution.
- Submit SITREPs, as directed by OPNAV N411, to maintain total asset visibility throughout the in theater reconstitution phase.

### **MSC (PM-3 [Prepositioning Program Manager])**

- Ensure each MPS meets USCG Certificate of Inspection (COI) and dry-docking requirements.
- Review stow plans before loading MPE/S onboard MPS.
- Ensure accuracy of MPS cargo manifests (weights, position, and dangerous cargo).
- Ensure ESQD waivers are coordinated with port authorities.
- Coordinate availability of an appropriate site for download and maintenance of NSE lighterage.
- Coordinate with Naval Air Systems Command (NAVAIRSYSCOM) to conduct required MPS flight deck certification.
- Coordinate with the Defense Energy Support Center for reclamation of bulk POLs.
- Provide representatives to all ECG planning conferences.
- Ensure that MPS arrive ready to backload in accordance with the MAGTF backload schedule.
- Determine the quantity of MCDS shipping required to support the reconstitution of Class V(A) and Class V(W).
- Forward all fiscal resource requirements to support MPS reconstitution to OPNAV N411.
- Determine personnel requirements for in theater support for MPS reconstitution; deploy personnel as required.

### **NAVAIRSYSCOM (PMA-260 [Aviation Support Equipment Program Office]; PMA-251 [Aircraft Launch and Recovery Equipment Office]; and Air 3.9.1 [Support Equipment Rework Office])**

- Provide guidance for the maintenance and inventory of AGSE and EAF.
- Determine funding requirements for reconstitution of AGSE and EAF.
- Act as the liaison between HQMC and OPNAV for funding and authorization for reconstitution of MPF AGSE and EAF.
- Provide representatives at the MPC.

### **NAVFACENGCOM**

- Provide guidance for the maintenance and inventory of NSE and naval construction force (NCF) equipment (to include PWR assets), and airlifted equipment.
- Determine fiscal resource requirements for reconstitution of NSE and NCF equipment.
- Develop a plan to support reconstitution of NSE and NCF equipment in theater and/or during the MMC.
- Facilitate the Navy cell at planning conferences.

### **FH Program Office (OPNAV N931 [Medical Resources])**

- Designate personnel to attend the MPC.
- Determine tasks and requirements for personnel support.
- Promulgate plans for FH employment.
- Develop MPE/S rotation plan to support FH reconstitution in theater or during the MMC.

### **Naval Weapons Station, Charleston, SC**

- Determine the quantity of containers to support Class V for in theater reconstitution; submit to BICmd for load plan development.
- Determine in theater personnel requirements to support containerization of Class V.
- Determine bill of materials for Class IV (and attaching hardware) required for blocking and bracing materials for intheater recontainerization of Class V.

### SECTION III. THE ECG

The ECG is an O-6/GS-15 level group established with representatives from HQMC, OPNAV, the operating forces, and the supporting establishments (Navy and Marine Corps), to promulgate reconstitution planning guidance. The ECG reports to the Marine Corps/Navy Requirement Board (MRB/NRB), as required, to update Navy and Marine Corps leadership on all reconstitution efforts. Reconstitution planning guidance is promulgated to the MARFOR/NAVFOR/NAVAIRSYSCOM to assist in planning and executing the reconstitution of the MPE/S aboard MPSRONS. The ECG will be established by HQMC (Deputy Commandant, Plans, Policies, and Operations [DC, PP&O]) with OPNAV N75

(Expeditionary Warfare Division) to provide oversight of the reconstitution planning process and remain active during actual reconstitution operations. ECG members (see fig. 8-2) will be outlined in the next revision of Marine Corps Order (MCO) P3000.17A, *Maritime Prepositioning Force Planning and Policy Manual*.

The ECG will establish an RLST to deploy to the theater of operations to help the MARFOR coordinate and plan the MPS reconstitution. The RLST will serve as a liaison to the Service headquarters for any additional guidance. The ECG and RLST will remain active throughout planning and execution until reconstitution is completed in theater and

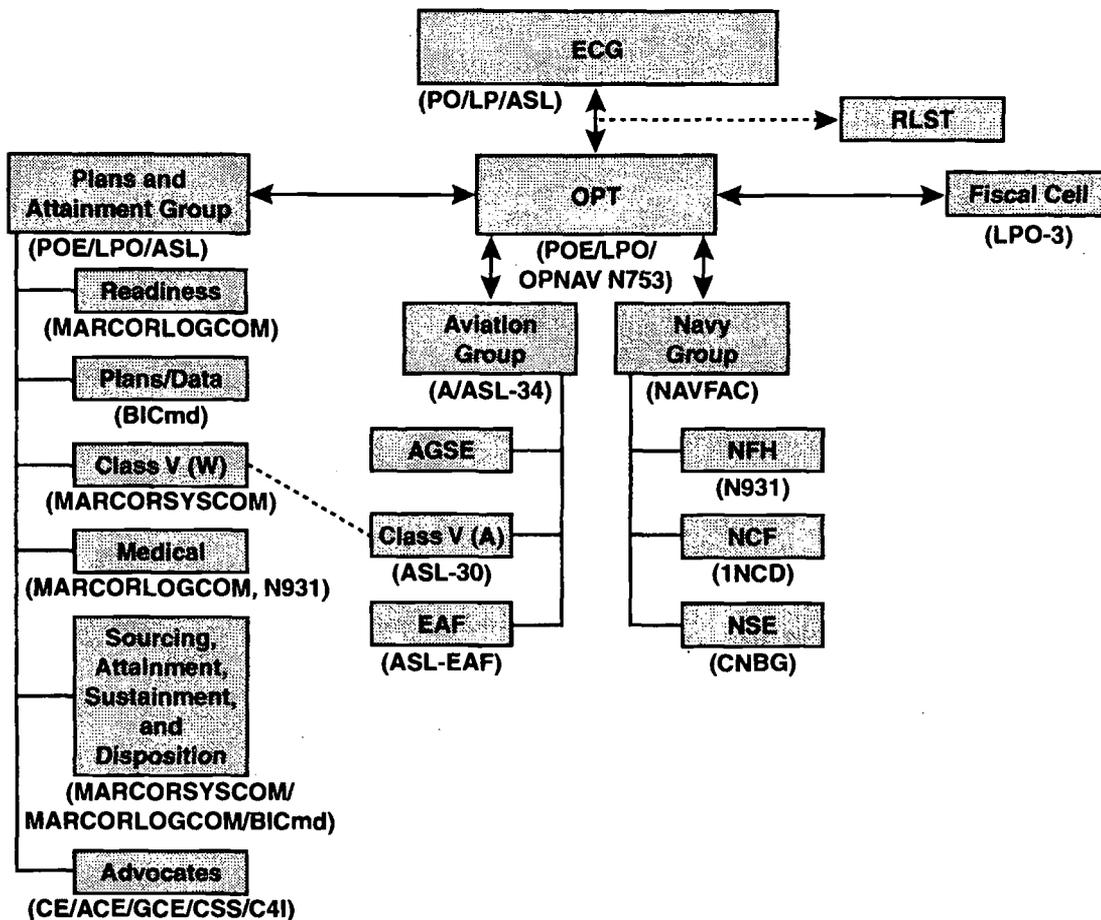


Figure 8-2. ECG Structure.

transitions to the MMC. Planning will normally begin in the CONUS and then transition to the theater of operations. The ECG will be established when one or more of the following occurs:

- A Marine component commander requests HQMC establish the ECG to assist in planning.
- Detailed MPF planning begins to support potential contingency or combat operations.
- MPF operations start.

Once the ECG is established, an IPC is conducted by HQMC and OPNAV to review and establish working groups, assign lead agencies, review goals, objectives, and procedures, and develop initial planning guidance.

**RLST**

The RLST is an O-5/GS-14-level and below group, headed by a Colonel O-6, consisting of deployable members from the ECG and respective groups in support of intheater reconstitution. It focuses on areas that require strategic and operational level planning and coordination to ensure

the MPSRONs are reconstituted to their original PO or designated readiness/attainment levels (see fig. 8-3).

**Purpose**

Facilitate reconstitution by providing on-site expertise in MPF policy, logistics chain, and total life cycle management. The RLST will coordinate and recommend changes to policy and the overarching equipment attainment and resource plans based on the condition of the MPE/S post-combat operations/exercise.

**Mission**

On order the RLST will deploy to the AO to serve as the HQMC representative to the MARFOR during reconstitution (app. U provides a sample message for establishment and deployment of the RLST). The RLST, in direct support of the MAGTF responsible for executing reconstitution, will advise and assist the SPMAGTF/CSSD on all MPF program policy and requirements (see fig. 8-4).

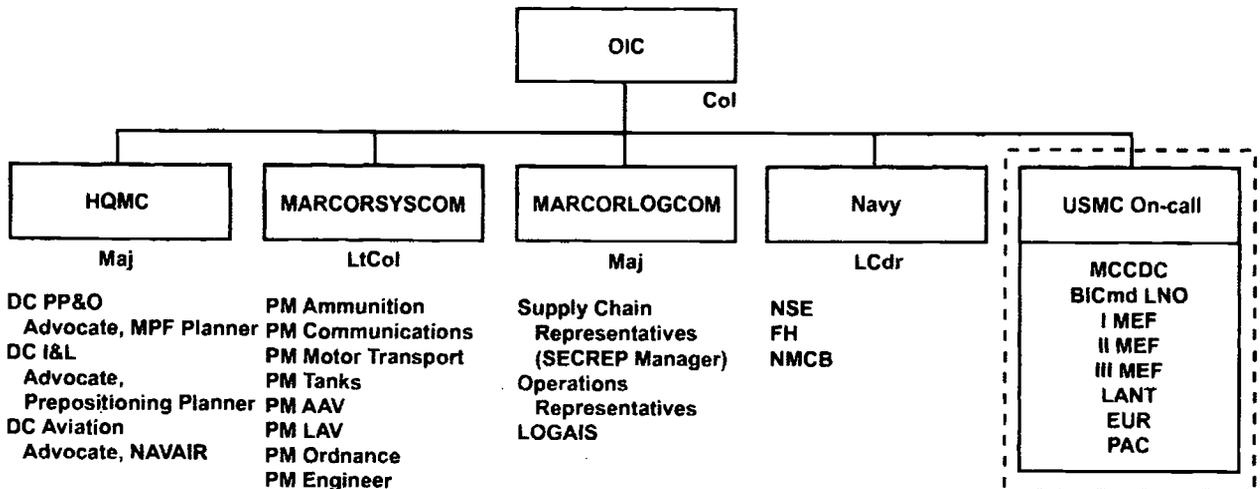
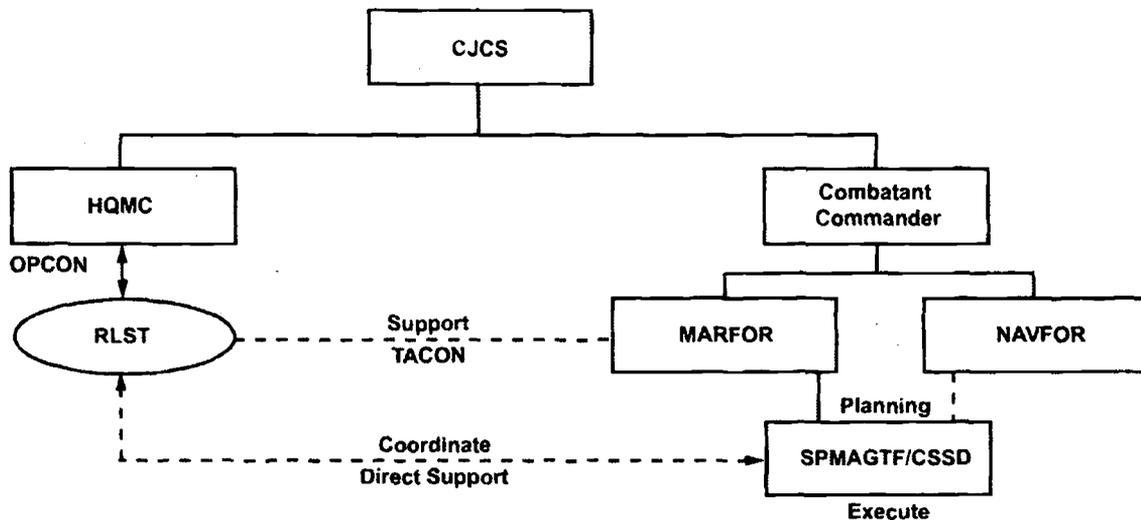


Figure 8-3. Notional RLST Organization.



**Figure 8-4. RLST Relationships.**

### Planning Factors

- Key personnel will be identified in a “battle roster.”
- Augments; e.g., MARFOR/MEF LNOs will be called forward.
- The RLST will deploy before MPE/S offload to assist in reconstitution planning.
- Select RLST members will attend MPF professional military education.
- Select RLST members will participate in at least one MPF exercise per year.
- The supported command will provide infrastructure support to the RLST (see app. V for requirements).

### Specific Tasks

- Assist the MARFOR to develop requirements to ensure the MPSRONS are restored to mission capable status.
- Provide the MARFOR planners a link to the Service headquarters and supporting establishment/agencies and provide a reachback capability to the ECG and its CONUS-based planning groups/cells.

- Ensure sufficient Navy and Marine Corps MPE/S are reconstituted aboard the MPS in theater to support the combatant commanders’ strategic prepositioning requirements.
- Ensure MPSRONS are fully integrated into the MMC schedule.
- Assist the MARFOR with reconstitution site selection if required.
- Identify and prioritize the MPS for the reconstitution effort.
- Assist MARFOR in determining reconstitution time line.
- Identify materials, supplies, and equipment that are to remain in theater after reconstitution is complete.
- Review and monitor equipment readiness of the MPF MAGTF.
- Assist the SPMAGTF/CSSD with the following:
  - Equipment reception, maintenance, wash-down, and staging site selection as requested.
  - Adjusting MPS schedules based on the evolving reconstitution situation.
  - Policy, sourcing, and attainment issues by coordinating directly with HQMC and the supporting establishment.

## **Plans and Attainment Group**

Lead: HQMC (DC, Installations and Logistics [I&L] [LPO, LPC]).

Members: MARCORLOGCOM, MARCORSYSCOM, BICmd, and NAVAIRSYSCOM.

Objectives: Develop sourcing strategies and attainment plans to support operational and logistical requirements for reconstitution. Once the group develops the attainment plans to reconstitute offloaded MPS the necessary assets are moved intheater. RLST's intheater refinement of the attainment plan will reduce the challenges of resetting the Marine Corps global prepositioning capability. In addition to the data management and associated tools required to execute these plans, these decisionmakers need complete visibility of all global sourcing initiatives (including fielding and acquisition factors) and the vested authority to draw from these sources to complete the backlog. Subplanning cells are discussed below.

### **Readiness Reporting Cell**

Lead: MARCORLOGCOM.

Tasks:

- Coordinate the sourcing, attainment, sustainment, distribution, and disposition plans to support operational and logistical requirements for MPF reconstitution.
  - Provide RLST members to address attainment and sourcing issues from in theater.
  - Provide coordination of planning for all resources for attainment/shortfall models, including QA and contractor logistics support.
  - Coordinate management of attainment plan for all classes of supply.
  - Determine distributive actions for sourcing, attainment, sustainment, and disposition of required assets.
  - Generate requirements funding documentation for attainment/shortfall models to HQMC.
- Develop ammunition, medical, and attainment strategies for all Service components.
  - Monitor attainment and capability readiness status of MPE/S, MPS, and MPSRON during and after reconstitution.
  - Monitor and review MPE/S asset capability status.
  - Maintain readiness/capabilities assessment models for MPS/MPSRON platforms; e.g., helopads, cranes, boilers, and berthing.
  - Maintain readiness/capabilities assessment models of NSE equipment; e.g., landing craft, utility, lighterage, and fendering.

### **Plans/Data Cell**

Lead: BICmd.

Tasks:

- Develop load plans in the MDSS-II/computer-aided embarkation management system/Integrated Computerized Deployment System (CAEMS/ICODES) based on the following:
  - Current PO outlined in NAVMC 2907.
  - PO breakout by squadron, ship, and MSE.
  - MEF/MEB commanders' guidance provided during their scheduled MMC.
  - Backload priorities established by the ECG in consultation with the MARFOR, combatant commanders, and Service headquarters.
  - Attainment priorities.
  - Develop detailed parent/child information; e.g., vehicle/box for mobile loads, containerization, and capability sets.
  - Provide supported MARFOR with end of ship reports outlining attainment shortfalls and pending maintenance.
- Provide load plans to the operational planning team (OPT) and MEF/MEB staffs for review/approval:
  - Provide MDSS-II data and load plans on compact disks upon completion of the MPS backlog.

- Assist the SPMAGTF/CSSD to develop an IT plan to scan MPE/S into the MDSS-II database.
- Develop load plan priorities.
- Manage spreadload configuration.
- Oversee database quality and integrity.
- Provide liaison to MARFOR.

### **Class V(W) Ammunition Cell**

Lead: MARCORSYSCOM (PM AMMO).

Tasks:

- Determine replacement of expended munitions.
- Determine retirement and replacement of obsolete munitions types.
- Coordinate transportation requirements.
- Requisition packaging materials.
- Determine packaging standards.
- Coordinate shipping schedules.

### **Medical Cell**

Lead: HQMC, DC I&L.

Tasks:

- Identify an authorized medical allowance list (AMAL), an authorized dental allowance list (ADAL), and other medical equipment and supplies for reconstitution.
- Develop plans for disposal of outdated equipment and supplies and for sourcing and attainment.
- Develop and promulgate safety precautions and safety training plan.
- Establish policy for medical care of personnel up to the completion of the in theater reconstitution.
- Coordinate USDA agricultural inspection.
- Develop a plan for the collection and disposal of narcotics from operating forces.

### **Sourcing, Sustainment, and Disposition Cell Tasks**

Lead: MARCORLOGCOM.

- Support HQMC in determining PO.
- Provide attainment/shortfall level models.
- Resource all classes of supply.
- Initiate acquisition process as required.
- Ensure accountability.
- Address associated maintenance issues.
- Coordinate war reserve withdrawal requirements.
- Coordinate contractor logistics support.
- Monitor QA.
- Coordinate transportation and container management.

### **Advocates**

Representatives: CE, GCE, ACE, CSS, and C4I.

- Represent respective functional areas during review and development of strategies for attainment/sourcing of the MPF PO.
- Provide recommendations to bridge any gaps between operating forces, PMs and MARCORLOGCOM to solve attainment/sourcing issues.

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### **OPT**

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The OPT (co-chaired by HQMC [POE-60, Maritime and Geopositioning Section] and an OPNAV representative) includes the lead planning cells for the ECG. Members follow:

- ASL.
- Prepositioning Programs (LPO-2).
- P&R Fiscal Division.
- MARFOR/MEF (G-3, G-4, and G-5).
- MARCORLOGCOM (G-3), MCCDC Expeditionary Force Development Center (EFDC), and NAVAIRSYSCOM.
- MSC (PM-4 [Ship Introduction Program Manager]).
- MPSRONS operations officers.
- PHIBGRUs (N3/5), NAVFACENCOM (SRD [SEABEE Readiness Division]), and 1st Naval Construction Division (1 NCD).

- NBG commander.

The OPT will focus on operational and supporting issues that affect reconstitution. The OPT must disseminate guidance to all planning cells and facilitate concurrent planning through the following tasks:

- Direct and facilitate planning cells and resolve issues.
- Integrate the efforts of the various planning cells through plenary sessions.
- Develop planning guidance specifically for the ECG.
- Publish the reconstitution planning guidance message for all stakeholders as coordinated between HQMC (PO [Operations Division], LP [Logistics Plans, Policies, and Strategic Mobility], APP [Aviation Plans, Policy, Programs, Budgets], and OPNAV).
- Coordinate with PP&O to ensure reconstitution issues are addressed within the overall context of reconstitution and redeployment.
- Provide coordination and guidance to obtain required support.
- Develop and recommend reconstitution COAs/options for the ECG.
- Determine technical assistance/augmentation requirements for reconstitution in coordination with MARFOR.
- Disseminate all higher headquarters fiscal guidance.
- Consolidate, review, and submit reconstitution requirements to the appropriate financial organizations.
- Follow-up on funding requirements; ensure accurate allocation and distribution.
- Provide CONUS and in theater representation by the ECG or supported commanders.
- Provide consolidated reconstitution financial reports, as required.
- Form a PME team to train SPMAGTF/CSSD members unfamiliar with MPF operations focusing on reconstitution.

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## Aviation Working Group

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Lead: HQMC, ASL.

Objectives: develop sourcing strategies and attainment plans to support operations and logistics requirements for reconstitution of aviation equipment and supplies.

### AGSE (Aviation Sub-Cell)

Lead: ASL-34 (Aviation Logistics Branch, Avionics).

Tasks:

- Determine reconstitution funding and personnel requirements.
- Determine reconstitution organizational structure for AGSE.
- Develop a plan for AGSE calibration.
- Coordinate materiel funding and contract labor costs with NAVAIRSYSCOM (AIR 3.9.1[Support Equipment]).

### Class V(A) Ammunition (Aviation Sub-Cell)

Lead: ASL-30 (Aviation Ordnance).

Tasks:

- Develop Class V(A) portion of the reconstitution plan.
- Validate and submit Class V(A) reconstitution requirements to OPNAV N411.
- Represent DC PP&O and DC Aviation to OPNAV N411 for the development and execution of the Class V(A) reconstitution plan.
- Provide membership to RLST.

### EAF (Aviation Sub-Cell)

Lead: ASL-38 (Aviation Logistics Branch, EAF).

Tasks:

- Determine technical assistance/augmentation requirements for EAF reconstitution.
- Ensure that planning for all required resources takes place.

- Promulgate a core block of EAF consumables designed to meet POs.
- Review/monitor equipment readiness status.
- Coordinate funding requirements with N78.

Tasks:

- Identify FH reconstitution funding requirements.
- Develop reconstitution organization.
- Develop long term staffing rotation plan.

## Navy Group

Lead: NAVFACENGCOM (SRL) (see fig. 8-5).

Tasks:

- Ensure dialogue and communication between Navy cell components and other ECG planning cells.
- Prepare NSE/NCF gear priorities.
- Advise USMC on Navy reconstitution requirements.
- Identify and program funding requirements to appropriate Service resource sponsors.
- Identify Navy shortfalls and replacement/attainment strategy.
- Define required Navy capabilities to support follow-on operations and plan accordingly.

## NCF (Navy Sub-Cell)

Lead: 1 NCD.

Tasks:

- Identify NCF reconstitution funding requirements.
- Develop reconstitution organization.
- Develop long term staffing rotation plan.
- Identify and plan for long lead replacement items.
- Identify execution functions to support NCF reconstitution. Include the following:
  - Return CESE to ship of origin by module.
  - Maintain modular relationship to ideal spread-load to ensure modules remain intact.
  - Identify responsible parties to ensure inventory management from inception of operations.
  - Address attainment of NCF equipment including establishing required spares and replacing of consumables used during MPF employment.

## FH Program (Navy Sub-Cell)

Lead: FH PML-500.

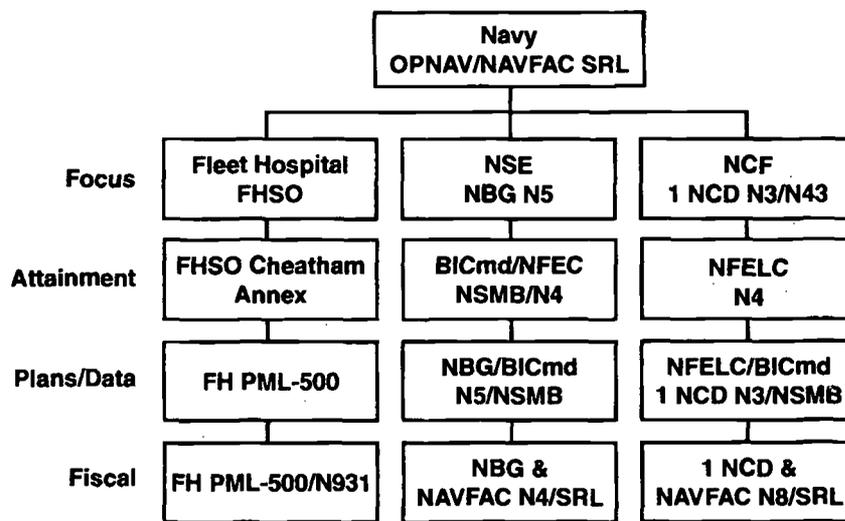


Figure 8-5. Navy Group.

- Perform maintenance/upgrades to A4 condition of all CESE in P25 (includes JLTIs, reassociation of collateral equipment, and ID of possible depot level maintenance).
  - Attain and pack containerized items in P25 (segregated by MPSRON).
- Repack and inventory crew-served weapons for reconstitution.
- Segregate FIE equipment for packing and return to FIE storage (not on MPS).
- Coordinate plan for washdown and agricultural inspection of NCF equipment.
- Coordinate disposal of hazardous materials (HAZMAT).

### **NSE (Navy Sub-Cell)**

Lead: NBG.

Tasks:

- Identify NSE reconstitution funding requirements.
- Develop reconstitution organization.
- Develop long term staffing rotation plan.
- Identify execution functions to support NSE reconstitution including but not limited to addressing Navy lighterage (NL) issues including repair and maintenance. NL should be returned to and reloaded on the same MPF ship from which it was offloaded. Powered NL should be fueled/defueled as appropriate.
- Ensure key NSE capability sets to include instream offload and beach support operations to support MEU slice, remain in tact, and are ready for backload on MPF flag and alt-flag ships. This requires designating an inventory management agent from the inception of operations.
- Address attainment of NSE equipment including estimating required spares and replacing consumables used during MPF operation; ensure adequate packing and crating arrangements are made.

- Maintenance and upgrade to RFI condition of NSE CESE that is part of the table of allowance for NSE equipment (TA55) loaded aboard the MPS. This includes conducting JLTIs, reassociating collateral equipment stock list type 3 (SL-3), and identifying depot level repair requirements.
- Attainment; packing, packaging and preservation (PP&P); and containerization of all TA55 tent camp support equipment (includes segregating TA55 tent camp equipment by MPSRON).
- NBG crew-served weapons are repacked and ready for reloading on MPS.
- NBG communications equipment is repacked and returned to MPF ships or FIE storage (non-MPF). Communications gear is removed from CESE and NL.
- Coordinate washdown and agricultural inspections of NSE gear.
- Coordinate disposal of all HAZMAT.
- Plan for the procurement of long lead-time items.
- Arrange for supercargo personnel to accompany NSE equipment.

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### **Fiscal Cell**

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Lead: DC, Programs and Resources; DC, I&L (LPO-3).

Tasks:

- Consolidate information obtained from the planning groups.
- Develop a comprehensive estimate of MPF reconstitution costs.
- Prepare and distributes funding guidance as required.

## SECTION IV. EXECUTION ORGANIZATIONS AND FUNCTIONS

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### MARFOR

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A SPMAGTF or CSSD will usually be assigned as the MARFOR's executive agent for reconstitution; the CMPF will coordinate Navy requirements. This responsibility is realized by participation of the MPF MAGTF CSSE in planning, establishing the reconstitution site/CSSA, and maintaining the MPE/S during the MPF MAGTF's employment operation. The actual reconstitution SPMAGTF/CSSD task-organizes from personnel from units in theater, units not deployed or a combination of both. The scope of the reconstitution efforts and personnel rotation/redeployment plan will influence the unit/personnel makeup of the SPMAGTF/CSSD.

*Note: The reconstitution CSSD, when assigned, should not be confused with the MPF MAGTF CSSE as it focuses specifically on reconstitution. The MPF MAGTF CSSE is responsible for logistical support and redeployment of the MPF MAGTF.*

### Reconstitution LOI

Based on HQMC policy guidance and the priority of the reconstitution effort, the MARFOR will publish an operational-level LOI. The LOI should outline available reconstitution areas, facilities, time lines, subordinate unit task-organization, general MPE/S turn-in guidance to operating units, force protection and theater limitations. HQMC guidance may include the redeployment, deactivation, and reconstitution of all forces following a major operation.

Once the SPMAGTF/CSSD is assigned, it in turn will publish a tactical-level LOI to task subordinate units and outline specific processes for MPE/S: receipt, maintenance re-mobile loading, containerization, movement, washdown, staging,

agricultural/customs inspections and the backload aboard the MPS.

### HNS

For speed and economy, make maximum use of HNS and contracting. The quality and availability of the HNS will depend on the nature of the operation, willingness of the HN to lend assistance, and HN resources.

### Staging Area

Selecting an efficient staging area will contribute significantly to the overall effectiveness of the reconstitution process. The following criteria used by the SLRP to evaluate the AAA may be used when choosing a reconstitution site:

- Staging area layout.
- MPS configuration.
- Security.
- Location.
- HNS availability.
- Power and communications requirements.
- Vehicle access to the site.
- Equipment washdown and USDA inspection area.
- Availability of transportation and MHE.
- Waste disposal requirements and availability of waste disposal facilities.
- Availability of maintenance and replenishment facilities.
- MPE/S database entry and accountability checkpoints.
- Ammunition handling and storage requirements.
- Proximity to a suitable airstrip.
- Remote area requirement for AGSE.
- Availability of temporary shelter.
- Container yard requirements.

## Safety

Factors that negatively affect safety during reconstitution in the AOR follow:

- Large amounts of equipment and ammunition on hand.
- Unknown conditions of the equipment.
- Varying levels of skill among operators, technicians, and HN personnel.
- Limited supervisor knowledge of assigned subordinates' characters and expertise.
- Expeditionary conditions in the AOR.
- Time constraints.

When convened, the medical planning group promulgates safety precautions and conducts safety training for personnel executing reconstitution.

## General Risk Assessment and Management

Personal involvement and emphasis by commanders, effective training, and the use of personal protective equipment (PPE) by all personnel will improve safety. All personnel are considered to be safety observers and must know the principles of activity risk assessment and management:

- Determine the hazards involved in the planned activity.
- Assess the risks.
- Determine the impact the activity may have on safety; assess the probability of an accident.
- Pay attention! Even hazards with low mishap probability may have very serious consequences.
- Make risk decisions. There are risks in every evolution; proper planning can reduce them to an acceptable level.
- Develop controls. There are three types of controls: engineered (best), administrative (less effective), and personal protection (least desirable).
- Implement and enforce controls. How often are the controls evaluated and who is responsible for enforcement? Because situations change, the objective is to continually identify and assess risks, make risk decisions, implement controls, supervise, and provide feedback.

## Waste Management

Media attention and environmental oversight call for corrective measures/actions to safeguard public health. NAVFOR should demonstrate a concern for the environment of the host country, its inhabitants, and the health of all personnel. As a result of recent court cases, US personnel may be charged for violations of US environmental regulations committed on foreign soil. In the absence of specific guidance, take the following steps:

- Declare any hazardous waste or HAZMAT off-limits.
- Physically segregate or barricade questionable material.
- Properly mark material using English and HN languages.
- Notify appropriate agencies or headquarters to obtain assistance.
- Be certain to follow HN laws if they are stricter than military regulations.

## HAZMAT Officer

The SPMAGTF/CSSD should have a person assigned and trained as a HAZMAT officer. This officer, in concert with the establishing authority's safety or medical personnel, should plan for any HAZMAT contingencies that may arise. Solutions to HAZMAT problems and its disposal, though interim in nature, should realistically accommodate regulations of the HN. If HN or international agencies cannot provide prompt action to safeguard the health of US forces and the general public's health, assistance should be requested via the chain of command. (See safety standards in Chief of Naval Operations Instruction 5100.19D, *Navy Occupational Safety and Health (NAVOSH) Program Manual for Forces Afloat*, vols. I, II, and III.)

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## CMPF

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The CMPF has OPCON of all MSC and USN forces assigned to the reconstitution effort, except

those USN forces that are assigned to the SPMAGTF/CSSD. CMPF will act as the senior Navy representative and will be responsible to ensure NSE, NMCB, and FH reconstitution efforts comply with the overall plan. In addition to Marine Corps units, the SPMAGTF/CSSD commander may have OPCON of the NMCB based on designated locations and overall structure/requirements. CMPF will have OPCON of the NSE and the FH at the reconstitution site. Responsibilities follow:

- Coordinate airlift of those OPCON NSE, NMCB, and FH forces required for reconstitution with the SPMAGTF/CSSD commander.
- Coordinate the phased arrival of Navy forces in support of reconstitution; ensure effective control measures are in place within the AOR to maintain appropriate levels of accountability.
- Designate the SSO until intheater reconstitution completes.
- Coordinate termination of the reconstitution with the SPMAGTF/CSSD commander.
- Ensure all Navy assets are returned to the appropriate MPS as outlined in MPSRON's spreadload plan.

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### Reconstitution SPMAGTF/CSSD

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The reconstitution SPMAGTF/CSSD task-organizes to support those functions outlined in the MARFOR reconstitution LOI. Not all functions will take place in theater due to possible restrictions placed on the MARFOR component commander by the combatant commander. These restrictions may limit the amount of time allowed for reconstitution in theater and may defer it to a more secure or supportable environment (see app. T for notional tables of organization and equipment [TO&Es]). Responsibilities follow:

- Review MPSRON ship load planning considerations including applicable federal maritime regulatory requirements and the requirements for the dangerous cargo manifest.

- Assess the condition of equipment and supplies.

During initial reconstitution planning, the designated MARFOR (FSSG for training exercises) in charge of planning and executing reconstitution of the MPF will provide a SPMAGTF/CSSD planning cell to support the ECG OPT. The lead of this cell is MARFOR. Members include SPMAGTF/CSSD planners, MARFOR/MEF, NBG, and NCF representatives.

Cell objectives are to coordinate planning guidance from COMMARFOR, the Navy fleet commander, the combatant commander's staff, and with the ECG OPT. During the execution phase, the SPMAGTF/CSSD will provide an LNO to the RLST to coordinate resolution of issues as required.

Tasks:

- Develop in conjunction with the TAAT, an LOI to provide detailed guidance on the processes required to complete in theater reconstitution.
- Assist in developing a time line for reconstitution.
- Determine covered and open lot staging requirements (cubic feet [ft<sup>3</sup>] and square feet [ft<sup>2</sup>]).
- Determine warehouse space requirements for storage of consumables.
- Determine TO&E of the SPMAGTF/CSSD and forward external MARFOR liaison requirements to the OPT.
- Determine logistical support requirements for CSSEs; e.g., billeting, transportation, MHE, work space/tents or maintenance facilities.
- Develop an equipment acceptance plan and an LTI schedule to receive equipment from the operating forces.
- Determine maintenance requirements.
- Determine liaison requirements at shipping and receiving points.
- Coordinate with in theater expeditors and establish communications plan.
- Identify Class IX (repair parts) and ancillary equipment requirements.
- Determine LOCs.

- Determine AIS and IT plan.
- Attend planning conferences.

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## TAAT

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The TAAT task-organizes from military and civilian personnel assigned to MARCORLOGCOM (BICmd). It provides the MARFOR and SPMAGTF/CSSD with the technical assistance and expertise to reconstitute the MPE/S. The TAAT will be OPCON to the MARFOR and in direct support of the reconstitution SPMAGTF/CSSD upon arrival in theater. Responsibilities are:

- Advise and assist the MARFOR in equipment preparation.
- Prepare documents for equipment accountability.
- Support the custodial transfer of equipment from the SPMAGTF/CSSD to the MCMC and Class V from the MAGTF to MARCORLOGCOM (BICmd).
- Conduct acceptance LTIs of equipment from the SPMAGTF/CSSD.
- Review record jackets and gun books for completeness.
- Maintain accurate documentation of repair parts on order for equipment loaded aboard the MPS.
- Submit daily status reports to the ECG on equipment acceptance statistics.

## SECTION V. PLANNING GUIDANCE

Reconstitution planning guidance is published by HQMC, in concert with OPNAV, to provide Service level guidance to reconstitute a globally capable MPF. Guidance is normally published in defense message system (DMS) format to the MARFOR conducting reconstitution operations (see app. S). This guidance is often published as part of the overarching reconstitution guidance for all Marine Corps units. The initial draft is developed by the ECG/OPT and coordinated with the MARFOR and combatant commander's staff.

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### Prioritization

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Once the order to execute the reconstitution is issued, technical advisory experts arrive in theater for the MPC or FPC if MPC is held in CONUS. Successful reconstitution requires that priorities for acquisition, equipment maintenance, and preparing supplies must be established as soon as possible. This helps ensure that items are ready to be loaded as required. Prioritization remains the critical task until the last MPS is loaded and reconstitution is completed.

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### Deferred Reconstitution

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Following the MAGTF employment operation, COMMARFOR may recommend deferring reconstitution until the MPS returns to CONUS or moves to an alternate location. The recommendation for deferment should be forwarded to the supported combatant commander with a copy to HQMC. The CJCS will issue additional direction, including possible partial reconstitution at an interim maintenance site.

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### HQMC Operations Division

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The MPF PO provides a list of all equipment and supplies to be embarked aboard MPS by COMPSRONs 1, 2, and 3. It provides information for MPE/S acquisition, deployment planning, and procedures to support the policies in MCO P3000.17A.

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## Goals

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As a result of consumption, damage, and destruction of MPE/S, PO attainment in theater will likely be less than it would be if accomplished at BICmd. With less than a full complement of the PO, decisions affecting the global prepositioning of the PO should be made by the ECG. The RLST, as the in-theater representative for the ECG, will coordinate global prepositioning/distribution of the PO with affected operating forces, supporting establishment, and Service headquarters. Examples of short and long-range goals are:

- Perform operational and intermediate maintenance on equipment before backload.
- Attain the PO in Class V ammunition while in theater.
- Attain the PO for Class III supplies within 6 months of departure from the AOR.

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## Unit and Personnel Requirements

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Supporting units and personnel will be designated in the reconstitution LOI. Additional requirements will be promulgated via separate messages. The SPMAGTF/CSSD provides most personnel. Other personnel in the AOR fall into four categories:

- Military personnel who participated in the operation.
- Follow-on military personnel who did not participate in the operation.
- Civilian contractors.

- Other nonmilitary persons.

Personnel redeploy when they are no longer required to reduce messing and billeting requirements.

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## Funding Availability and Requirements

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Funding availability and requirements and fiscal guidance and responsibility will vary substantially depending on how MPE/S were employed by the MAGTF. HQMC (P&R), NAVAIRSYSCOM, NAVFACENGCOM, and the OPNAV resource sponsors will provide fiscal guidance. The level of equipment damage, amount of repairs, and amount of supplies consumed by the operating forces will influence the fiscal guidance and level of funding.

The following guidelines should be used when developing reconstitution funding requirements:

- Within the AOR. Generally, the MARFOR/NAVFOR assigned reconstitution responsibility will fund HN/in theater costs including (but not limited to) repair parts, messing and billeting, port costs, wharves and dockage, and stevedore contracting requirements.
- In CONUS. When MPE/S require intensive maintenance, reconstitution will be funded by COMMARCORLOGCOM and accomplished at BICmd. NAVAIRSYSCOM will fund AGSE requirements. NAVFACENGCOM will fund NSE and NCF requirements.

Figure 8-6 on page 8-22 shows funding considerations and the organizations responsible for specific funding requirements.

Requirement	O&M, MC	PMC	DBOF	O&M,N
Class I (subsistence/rations)				X
Class II (general supplies)	X	X		
Class III (packaged) (POL)	X	X		
Class IV (construction)	X			
Class V (A) (air ammunition)	X			
Class V (W) (ground ammunition)	X			
Class VII (major end items)	X	X		
Class VIII (medical)	X	X		
Class IX (repair parts and components)	X	X		
Batteries	X			
Repair Parts	X			
Using Unit Responsibility Items	X			
Publications	X			
Shipboard CIS	X			
Major Assemblies (BF/Water)		X	X	X
Container Repair	X			
Containers	X	X		
Port Operations	X			
Stevedoring	X			
Wharfage/Dockage	X			
Maintenance Services	X			
Equipment Maintenance	X			
Receipt/Prep F/Ship	X			
Ammo Labor/TAD			X	X
Ammo Equipment and Supplies			X	
AGSE Container Repair		X		X
AGSE Leased Equipment		X		
AGSE Transportation		X		
MC Transportation and Port Handling	X			
Sets, Kits, and Chests	X			
ADPE Equipment & Supplies	X	X		
ADPE Contractor Costs	X			
Underwater Hull Certification			X	
Assets Left Behind	X	X	X	X

**Figure 8-6. MPS Reconstitution Funding Chart.**

## Guidelines for MPE/S

### Custody

In accordance with MCO P3000.17A, the MPF MAGTF commander is accountable for all MPE/S once offloaded. Technical Manual (TM) 4790-14/2, *Logistics Supply for MPF*, also contains useful custody guidance:

- Unit commanders are accountable for MPF equipment assigned to their units.
- Equipment inducted into the intermediate maintenance cycle becomes the responsibility of the maintenance activity.
- The SPMAGTF/CSSD accounts for items on MDSS II.
- Subordinate units of MSEs will conduct a JLTi and inventory of all MPE/S with the MSE before turnover in the UAAs.
- Before MPE/S turn-in by the MSE, a complete joint LTI and inventory of all MPE/S must be conducted between the MSE and the SPMAGTF/CSSD in the reconstitution assembly area.
- Unit commanders are responsible for accountability of Class V until turned-in to the SPMAGTF/CSSD which is accountable until turned-in to BICmd.

The success of locating sources of supplies and equipment and the level of attainment readiness depends on work accomplished by the attainment planning group. Attainment responsibilities are listed in MCO P3000.17A. (COMMARCORLOGCOM is the executive agent for attainment sourcing priorities.) Considerations for optimal sourcing and attainment readiness include, but are not limited to, the following:

- MPF reaching the desired operational capability as defined by the supported combatant commander.
- The PO measuring the attainment to be reached on all MPSRONs as they plan for the MMC.
- HQMC promulgating logistics guidance for redeployment.

- COMMARCORLOGCOM directing handling of pre-staged war reserve stocks.
- Issuing instructions by COMMARFOR (AOR) for use of Defense Reutilization and Marketing Office facilities as an alternate source.
- Redeployment of operating forces unit MPE/S per the PO.

## HAZMAT

Care must be taken when loading HAZMAT cargo. Provisions in the Department of Transportation's Hazardous Materials Regulations (HMR) and exemptions granted in accordance with Naval Surface Warfare Center Dahlgren TR 91-630, *ESQD Arcs for Maritime Positioning Ships*, should be reviewed carefully. Any exemptions granted provide relief only from the requirement of the HMR specifically cited; all other requirements must be met. MPS masters will normally have the HMR and applicable exemptions available for review.

## Maintenance

Equipment preparation requirements in this paragraph are essential because there is no certainty that an MPS will complete its MMC before another commitment. For maximum operational readiness, maintenance and reconstitution will be accomplished in the AOR to the maximum extent possible. The TAAT will provide assistance with maintenance planning and execution.

Based on the results of the unit commander's LTI, the following minimum maintenance should be performed on all equipment before loading:

- Change fluids.
- Replace all filters.
- Check batteries; replace as needed.
- Replace water coolant with 50/50 antifreeze mixtures.
- Fuel vehicles to 3/4 of a tank or 110 gallons, whichever comes first; add biocide as needed.

Additional maintenance requirements will depend on the condition of equipment returned and the results of the LTIs. The using unit for the equipment will accomplish the following:

- Complete a thorough LTI.
- Document corrective maintenance required to attain mission capable status on equipment.
- Complete order forms for repair parts.
- Complete washdown and steam clean, as required.
- Satisfy USDA and customs inspections requirements.

## Selective Interchange

Selective interchange to support mission accomplishment is one of many options for maintaining equipment readiness. Due to the adverse effect on MPF readiness and increased costs, selective interchange should be regarded as the last alternative. Authority to approve selective interchange should be at the MARFOR level. Commanders must consider the long-range impact and operational consequences, and balance these against their immediate supply requirements before forwarding such requests.

## Navy Equipment and Supplies

Coordination for reconstitution of Navy equipment and supplies should be accomplished by Navy cell members with assistance from NAVFOR (AOR) and in concert with the MARFOR (AOR) and the SPMAGTF/CSSD. Timing is critical in the sense that the backload of the MPS will not normally be possible until reconstitution of the MAGTF is complete. Planning and execution of this portion of the reconstitution must be accomplished as early as possible. Navy equipment should be embarked according to the load plan and PO. Lighterage repair may require the capability to dry-dock or lift craft from the water to accomplish structural and mechanical repairs to bring lighterage to a mission-ready status.

## AGSE

Reconstitution of AGSE will be accomplished by a combined Marine/civilian contractor field team, with a Marine officer assigned as the team's OIC. Depending on the objective and guidance provided, the team may be able to reconstitute all AGSE in the AOR. The only task not normally within the capability of a fully outfitted field team is equipment calibration.

## Loading

Equipment and supplies designated for an MPS shall be loaded by a NAVCHAPGRU (or other designated organization) and individual MPS crews per the ship's loading plan. NAVCHAPGRU will coordinate with members of the SPMAGTF/CSSD to ensure proper load distribution, weight, and ships' trim and stability thresholds are maintained.

## Containers

Containers become tempting objects for other uses beside transportation and storage. Consequently, MPS container shortages could exist during reconstitution. To ensure availability, COMMARCORLOGCOM or Commander, Naval Air Systems Command (for EAF containers) has been assigned ownership and accountability of all MPF containers. Following arrival and assembly, all containers will be staged in a secure area or, at the discretion of COMMARFOR, staged on available MPS.

*Note: Containers staged on an MPS may not be available when needed if the MPS is operating in the common user sealift pool.*

Staged containers may be used for alternate purposes on approval of COMMARCORLOGCOM. However, strict accountability of all containers should be maintained.

Appropriate consideration must be given to maintaining the material condition of containers designated for alternate uses.

Containers should be loaded per the approved load plan with the assistance of TAAT and NAVCHAPGRU. Ensure that containers required at the earliest stages of the arrival and assembly phase are readily accessible when needed. JP 4-01.7, *JTTP for use of Intermodal Containers in Joint Operations*, provides additional information.

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## Force Protection

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The combatant commander is overall responsible for security but will normally delegate this to the MARFOR (AOR) during reconstitution. NAVFOR is responsible for internal security of living quarters, workspaces, staging areas, and loading areas. Assigning additional security responsibilities to NAVFOR may detract from efficient reconstitution functioning.

Simultaneous requirements for security at numerous locations (APOE, a SPOE, washdown sites, and staging areas) will exceed the capabilities of naval personnel and require coordination with external agencies. Security forces, other than internal security forces defined in the reconstitution T/O, will be provided from all available sources as directed by MARFOR (AOR). External security support may be provided by the US Army, multinational forces, HNS, and other NAVFOR.

Security for the reconstitution phase should be assured before completing the MPF MAGTF's retrograde plan. Transfer of responsibility for security should be explained in the OPLAN/OPORD.

Security considerations are based on current intelligence. All plans, force assignments, and turnovers should be completed before moving equipment and supplies to a staging area. Consider the following:

- Antiterrorist measures.
- Shipboard internal security.
- Security at the APOE, SPOE, staging area, and remote sites.

## SECTION VI. WASHDOWN AND INSPECTIONS

Before the backload, all MPE/S must be washed and inspected if the offload occurred outside of the US. Inspections include a US Customs/USDA post washdown inspection and a USCG hull certification inspection. These require a substantial amount of planning, personnel, and coordination. Coordination and liaison may be required between Services, agencies, units, and the HN. Reconstitution can become very difficult if the washdown and inspections are not properly planned or properly executed.

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### Developing the Washdown LOI

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The MARFOR will develop a comprehensive plan for the washdown. A corresponding LOI published by the SPMAGTF/CSSD details the process. The following planning guidance is provided to assist the MARFOR and the SPMAGTF/CSSD:

- Provide a certification in writing of MPE/S that will not be included in the washdown (list equipment and supplies by shipboard stowage areas).
- Negotiate HN agreements for adequate fresh water washdown facilities at the desired washdown site.
- Designate the washdown OIC of the SPMAGTF/CSSD.
- Execute washdown operations and provide technical advice.
- Follow inspection and cleaning procedures outlined in applicable regulations such as DODR 4500.9-R, Part V, *DOD Customs and Border Clearance Policies and Procedures*.
- Ensure required washdown equipment and personnel are available.
- Provide support to the senior agricultural inspector.
- Ensure that MPSRON (based on the ability of the ship's system to generate fresh water) provides water for the washdown.

- Use only fresh water for cleaning vehicles and supplies.

NAVFOR will provide the inspection team (one military entomologist and two preventive medicine technicians) for a MEU-size washdown or at least double the requirement for an entire MPSRON.

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### Site Criteria

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To properly execute a washdown, the chosen site must have thousands of ft<sup>2</sup> of hardstand. Hardstand is a hard surface which, even when wet, will not allow soil to transfer to the tires of the clean vehicles. Areas where hardstand is absolutely essential are the areas associated with actual washing of vehicles, the areas for vehicles and equipment awaiting backload, and all roads in between. The amount of hardstand needed will vary with the number of vehicles and time available.

The actual washdown area should have at least approximately 130 ft on either end of the washrack assembly and 50 ft on either side.

The mobile load cleaning and staging area should be at least 80 ft wide and 330 ft long.

The size needed for clean vehicle staging depends on how soon the backload can begin. If vehicle and cargo decks onboard ship must be cleaned before backload can proceed, a staging area that can hold about 250 vehicles (total includes prime movers and towed loads) will be needed. *Do not let vehicles become recontaminated during backload.*

Approximately 250,000 gallons of water are needed for a MEU size force with 300 wheeled vehicles (total includes prime movers and towed loads). Water pressure should be checked to ensure that 2-1/2 in fire hoses can operate at a minimum recommended pressure of 90 pounds per square inch (psi).

Adverse weather can delay or interrupt a washdown. A physician familiar with cold weather medicine should be consulted before a washdown is scheduled where the effective temperature (including wind chill factors) might fall below 45 degrees Fahrenheit.

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### Selecting Washracks

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The design and number of washracks will largely determine the speed the washdown operation can be conducted. The number of washracks will depend on time available. The washdown operation proceeds at an average rate of one vehicle per individual washrack per hour of daylight. The washdown site should have a minimum of 20 wheeled vehicle and 10 tracked-vehicle washracks per MPSRON. This number could double when reconstituting two or more MPSRONS and redeploying organizational equipment.

If washracks are not available, they can be manufactured from steel "I" beams. Two "I" beams (20 to 25 ft long with one end elevated 12 ft) should be spaced apart no more than 5 ft and no less than 4 1/2 ft, secured by two lateral braces to make one washrack. Beams should rest with the flanges at the sides to form a track for vehicle wheels. Each washrack must be able to support a total load of 45,000 lbs. *Locally-manufactured washracks must be weight-tested and certified before use.*

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### Cleaning and Inspection Procedures

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The cleaning and inspection program intheater does not prevent a USDA inspection upon return to CONUS. However, it does contribute significantly in minimizing delays at the port of entry.

Adhere to guidelines set forth in applicable publications for inspections standards. The following washdown procedures apply:

- Conduct a backload/washdown conference for the COMNAVFOR, COMMARFOR, SPMAGTF/CSSD, COMPSRONS, and USDA inspectors.
- Emphasize organization and training of washdown crews.
- Identify essential equipment required for washdown operations and plan to reembark it last.
- Equipment and supplies that did not go ashore need to be staged in a noncontaminated area. Inspectors should check these areas during the early stages of washdown operations.
- Move contaminated vehicles (except tanks), equipment, and supplies to the washdown site.
- Vehicle drivers/assistant drivers must remain with assigned vehicles/mobile loads throughout the washdown.
- Stage containers and palletized supplies in a pest-free area for cleaning.
- Move vehicles to a washing station as determined by inspectors.
- Upon final inspection, reload material from mobile loads aboard clean vehicles and back load the clean vehicles and supplies.

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### Preparing Vehicles for USDA Inspection

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- Sweep and/or vacuum the vehicle cab and all storage and tool compartments before arriving at the washrack.
- Remove and clean the battery and battery box. Replace batteries as required.
- Remove the outside dual wheels and spare tires and place them in the back for later cleaning at the washrack.

- Remove all padlocks, seat cushions, detachable sideboards, canvas sides/tops, and any personal gear brought ashore; leave them at the mobile load staging area.
- Hand-pick or sweep grass or vegetation from the radiator.
- Let down the sides of all trucks that have drop sides.
- At the washrack, spray vehicles down using high-pressure (minimum 90 psi) fresh water or steam. *Pay attention to undercarriages, fender wells, bumpers, wheels, and recessed areas. Inspect each vehicle thoroughly. Steam may remove valuable protective coatings.*
- For tracked vehicles, remove all soil from treads, around rubber cleats, in-tread connectors, between and behind tread guides and roller supports, and all other spaces. Ensure treads are not recontaminated before backloading.
- Clean containers and pallets including all boxes and equipment. Break down pallet loads if necessary. Padlocked boxes must be inspected. Personnel with keys should be available to prevent inspection slowdown; if they are not, locks must be forced open.
- For Class V pallets and crates, avoid water cleaning; use compressed air as much as possible.



# CHAPTER 9

## MMC

MPF interoperability is the ability of a MEB or other sized MAGTF sourced from MARFORLANT or MARFORPAC to conduct MPF operations with any of the associated NSEs and MPSs from any of the three MPSRONs. Interoperability is enhanced through commonality in the following:

- MPF operational and logistics planning.
- Ship load plans and AIS documentation.
- Training.
- Through close association with NSE planners and MPSRON staffs. Interoperability is achieved when ships are loaded and documented with as-loaded ships' deck diagrams and the multiple plans and reports described below.

The MPF program sponsor (HQMC POE) chairs an annual MPF Program Review Conference that brings all Navy and Marine Corps MPF program representatives together to discuss operational issues and review MPF policy and procedures that affect the MPF program.

The MPF Program Review Conference is a sounding board for policy issues before they are forwarded to the repositioning oversight working group (POWG). POWG issues are brought to the attention of the Navy Requirement Board (NRB) and/or Marine Corps Requirement Board (MRB) for possible consideration by HQMC functional advocates and the Navy and HQMC Requirements Oversight Councils. The Councils resolve or develop recommendations for the CNO and the CMC to guide decisions on Service-level MPF policy and management matters.

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### MPF Tailoring Process

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The goal of the MPF tailoring process is to provide a PO that supports MPF MEB requirements within

the constraints of MPS capacities. Since the capacity to reposition all MPE/S may not always be possible, embarkation analyses and potential tradeoffs in repositioning certain types of equipment must be examined before new assets are procured or sources from existing stocks are used for MPF.

The tailoring process begins when proposed changes or additions to MEB structure and/or capabilities result in desired changes within the MEB T/E. Recommendations from the forces may include increases in MPE/S. Before changes can occur in the PO, a space assessment or maintenance requirements review should be conducted to determine if the MEF's desire to add equipment to the PO is feasible. Equipment obsolescence may drive changes. It is through the tailoring conference these issues are discussed and agreed upon.

Replacement gear is not normally added to MPE/S unless there is a significant quantity increase or a major change in the equipment's configuration. *For the above reasons, it is imperative that PMs become familiar with the tailoring process to ensure reviews of any newly fielded assets occur as they relate to the MPF program.* The process ends with a decision and a coordinated plan to adjust the PO, which will be implemented through the next scheduled MMC for the designated MPSRON's 36-month cycle. Specific procedures are located in NAVMC 2907.

The MPF logistics sponsor (HQMC LPO) chairs the MPF tailoring conference. The following commands and staff organizations are designated as the lead agencies for initial determination of repositioning requirements:

- HQMC (CODE LPO): meals, ready to eat (MREs).
- MCCDC: PEIs.

- MARCORLOGCOM: packaged POL for ground equipment, personal demand items, personal equipment, medical supplies, and repair parts.
- MARCORSYSCOM: ground ammunition.
- NAVAIRSYSCOM and HQMC (DC, Aviation): POL for aviation, Class V(A), aviation support equipment, and AGSE.

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### Dry Dock Requirement

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The length of the MMC has been extended to 36 months vice the previous 30-month requirement, due to the addition of the MPF(E) ships. Code of Federal Regulations (CFR) Title 46, *Shipping*, mandates that each vessel must go into dry dock every 5 years for a hull inspection. CFR Title 46 also provides for an underwater survey in lieu of dry docking, allowing ships to have an underwater hull inspection every other 36-month cycle. Due to this requirement, MPE/S are offloaded, tested, modified if required, inventoried, calibrated, maintained, and modernized. Shelf life stocks are rotated if necessary.

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### MMC Sites

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Most MMC activities are undertaken at BICmd in Jacksonville, FL with the exception of ammunition, bulk fuels, and some of the depot maintenance required for certain assets. Dry dock ship hull certifications, when required, are performed at a port contracted by the ship's operating company.

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### Key Coordination Commands and Activities

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Many commands are involved in MMC operations. Operations can be joint, multiservice or single Service. The goal of MMC is to ensure the operability of the MPS and the embarked MPE/S.

The following three command categories identify the numerous organizations that have an impact on MMC. Extensive coordination and communication among all interested parties is essential for successful operations.

### Supported Commands

- Geographic unified commands.
- Pacific Fleet.
- Atlantic Fleet.
- MARFORPAC.
- MARFORLANT.

### Supporting Commands

- MARCORLOGCOM (BICmd) (Executive Agent).

### Other Commands and Activities

- OPNAV.
- HQMC.
- MARCORSYSCOM.
- I, II and III MEF.
- NAVAIRSYSCOM.
- NAVFACENCOM.
- Naval safety center.
- MSC.
- MPSRONS.
- USCG Captain of the Port, Marine Safety Office, Jacksonville, FL.
- SDDC, Eastern Area, Bayonne, NJ.
- Personnel Support Activity, Jacksonville, FL.
- DESC.
- Explosive Ordnance Disposal Group Two.
- Naval Air Station, Jacksonville, FL.
- Healthcare Support Office, Jacksonville, FL.
- NBG.
- NAVCHAPGRU.

## MPE/S Continuum

The MPE/S continuum consists of four phases: acquisition, supply, MMC, and afloat (see fig. 9-1). After each 3-year afloat phase, MPSRONs cycle back to the MMC phase.

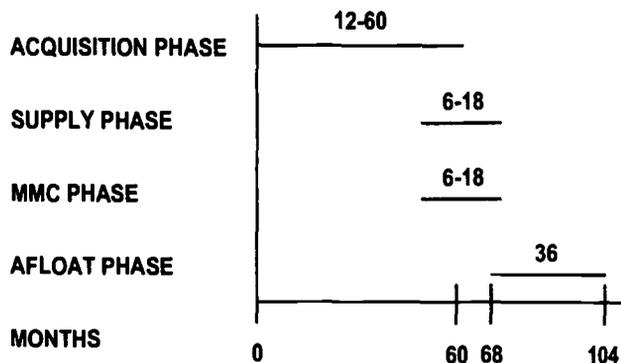


Figure 9-1. MPE/S Time Line (in Months).

### Acquisition Phase

Activities conducted during the acquisition phase are programming and budgeting, procurement, delivery of end items, and issuing initial provisioning packages. This phase is normally 12 to 60 months in duration, depending on the procurement lead times for certain items.

Any command may initiate a universal needs statement (UNS) to improve an existing capability or provide a new one. The UNS must be signed by a general officer and endorsed by the MARFORs. MCCDC will staff the UNS to the appropriate HQMC advocates upon receipt from the MARFORs. If a nonmateriel solution is warranted, action will be assigned to the appropriate MCCDC organization; e.g., Training Command or EFDC division. If a materiel solution is warranted, an initial capabilities document will be modified or drafted. All requirements documents are staffed to the HQMC Marine Requirements Oversight Council for validation.

Validated Marine Requirements Oversight Council materiel solutions are then forwarded to the JS's J-8 capabilities directorate to begin their assessment required within the Joint Capabilities, Integration and Development System. J-8 personnel compare the Marine Corps' capability document to other Services' to ensure there is no duplication and that the capability would not interfere with joint interoperability. The capability is also considered for possible application by one or all of the Services. If applicable to other Services, the capability will be formalized into the Joint Capabilities, Integration and Development System. However, if the J-8 determines the capability is Marine Corps-specific, the validated materiel solution is then inducted into the Marine Corps programming and budgeting process by the advocate.

Finally, the item is loaded to the Total Force Structure Management System to the appropriate MPSRON TO&E by MCCDC. MARCORSYSCOM will subsequently publish a letter of adoption and procurement or a user's logistics support summary for fielding the new item. Key questions asked before an item is acquired follow:

- Is this item going to be placed on MPSs? Look at the appropriate MPSRON TO&E to see if it is being proposed for inclusion into the PO and NAVMC 2907.
- Is this a new item? If so, does anything need to be dropped from the E/L? If yes, what has to come off the MPS or E/L to accommodate this new item due to  $ft^2$ ,  $ft^3$ , and net explosive weight limitations?
- Is this a replacement item? If so, is there an increased requirement for stowage space? When is the item to be fielded? Is the item going to be fielded prior to the conduct of the MMC?
- Are there any special maintenance requirements that cannot be met while afloat for 36 months that may prohibit the asset from performing its intended capability? If yes, the asset should not be prepositioned.

These are only a small sample of questions that need to challenge each proposed new MPE/S item. These proposed prepositioning quantities are still subject to review by the MPF tailoring system. See NAVMC 2907 for specific procedures.

### Supply Phase

This phase begins immediately upon the delivery of PEIs and supplies made to a specific government activity. Items are entered into various AIS to manage maintenance, embarkation, and accounting actions. Inventory activities that manage shelf life expiration dates are undertaken in this phase; stock rotation is considered. Due to the MMC being extended to 36 months, shelf life criteria had to be modified. "Type I" (nonextendable) shelf life items have a shelf life code of "Q" (36 months shelf life), where at least 30 of the 36 months must be remaining at the time the MPS sails. "Type II" (extendable) shelf life items have a code of "6" (24 month shelf life), where at least 18 of the 24 months must be remaining at the time of sail, unless otherwise authorized by the MEF.

When the MPS onload completes, BICmd will provide the MEF with a list of PEIs and stock list 3 (SL-3) (component listing) shortages that do not meet the minimum criteria (key information for units compiling their FIE requirements). This 6- to 18-month phase runs concurrent with the MMC activities conducted before the afloat phase.

### MMC Phase

The MMC phase takes approximately 18 months, which includes the MEF's planning efforts. Actual ship offload and backload takes about 2 months. During the MMC phase, the applicable MEF commander may assign a liaison team to BICmd. BICmd prepares the MPS load plans and other planning related documents. This phase is completed once the MPS returns from dry-dock or hull recertification and embarkation of the revitalized stocks is completed.

*Note: The MPF MEU E/L is also called the MEU slice since it is a subset or a smaller portion of the MPF MEB E/L.*

### Afloat Phase

The afloat phase begins at the completion of the ship's backload. Scheduled and nonscheduled shipboard maintenance is conducted by the maintenance contractor. MEF level exercises are periodically conducted in support of the JS and unified commander's MPF training plans. In addition to normal training benefits, these exercises also provide an opportunity to adjust the load and make repairs to equipment, which due to space restraints aboard the ship, couldn't normally be conducted.

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### MMC Planning Documents

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BICmd combines MEF guidance, the published MEB T/E, and NAVMC 2907 designated for that MPSRON to create plans.

### MPSRON Spreadload Plan (by Ship)

The MPSRON spreadload plan ensures to the maximum extent possible that PEIs are embarked in accordance with MCO P3000.17A. End items normally cannot be stowed on a ship to increase their priority in the MPSRON offload sequence unless this asset provides a capability that is essential to the forces, it was loaded in error during a previous cycle or the unload sequence of the ships is changed. This is especially true for stores account code one (SAC 1) assets funded by BICmd.

### MSE Plan

The MSE plan assigns PEIs to a specific MSE; e.g., GCE or ACE. This allocation of assets is determined by requirements stated in the published MEB T/E and complies with the quantities listed in NAVMC 2907.

## Master Plan

The master plan provides information needed to identify all assets being loaded in containers, mobile-loaded, square loaded or in the armory.

## Capability and Habitability Sets Plans

Before an MMC, the MEF commander is responsible for submitting recommended changes to the capability/habitability set plans. The same sets exist in each MPSRON, but the contents may be loaded differently in set containers. Once BICmd receives the lists of assets making up each of the capability/habitability sets, their contractors must ensure current POs and previous maintenance cycle's ships breakout facilitate the commander's desires. Capability/habitability sets are designated by MSEs and should be filled by that MSEs PEI allocations. Sets are normally located on the weather decks for rapid access in a contingency.

## Container Plan

The container plan provides each MSE a listing of all items and capability and habitability sets components to be containerized. Whenever possible, sustainment MPE/S should be loaded into containers to increase mobile loading capacity. Several variations of the container plan provide vital information to personnel loading or configuring the equipment.

## Mobile Load Plan

The mobile load plan identifies the MPE/S that are to be loaded on vehicles and trailers. The mobile load will, to the greatest extent possible, be assigned to the same MSE as the PEI. While exceptions to this policy are unavoidable, they must be kept to a minimum and identified to the MEF. Several mobile load reports provide different levels of information. The "commodity mobile load report" provides the greatest amount of details to the readers. It lists information on

assets to be loaded on a particular platform; the owning unit; if vehicles have a winch; stowage location; and maximum height allowed.

## Square Load Plan

The square load plan identifies all rolling stock and break bulk (MPSRON 2) items, plus any deck-loaded containers. The primary tools for this plan are the MDSS II and the CAEMS. These systems function to provide a database and two dimensional deck diagrams. ICODES is the DOD standard system that will replace CAEMS. It will combine linked-data libraries and artificial intelligence to develop loads considering HAZMAT; information affecting cargo placement (height, ship's TSS); and cargo and equipment accessibility.

## Association Plan

The association plan is made up of those items that are not SL-3 using unit responsible items, but are required or desired by the forces to be loaded with another PEI.

## Armory Plan

The armory plan consists of all items to be loaded into the armory for security reasons. This includes all weapons organic to tanks, LAVs, AAVs, and pilferable items such as data scopes and binoculars. The armory association plan provides a list of the weapons systems and their associated weapons with the quantity to be loaded.

## Battery Plan

The battery plan shows the breakout by ship of the battery core block listed in NAVMC 2907.

## Ammunition (Class V) Plan

The ammunition (Class V) plan is coordinated by the MARFOR, MARCORSYSCOM, and

NAVAIRSYSCOM. It is not currently provided to BICmd and is not a part of the prepositioned planning module currently in use to build plans.

### **POL (Class III) Plan**

The POL (Class III) plan shows the breakout by ship of the packaged POL block listed in NAVMC 2907.

### **MRE (Class I) Plan**

The MRE plan shows the quantity of MREs and the required containers to be loaded on each MPS.

### **Repair Part (Class IX) Plan**

Repair parts for prepositioned and FIE assets are loaded on only the primary and alternate flagships.

### **SL-3 TAMCN Plan**

In accordance with MCO P4400.150 series, NAVMAC 2907 captures SL-3 items listed under "Using Unit Responsibility" assigned a TAMCN and included on a unit's T/E. The SL-3 plan was developed to ensure these TAMCN controlled SL-3 items are loaded with the proper PEI.

### **Communications and Information Systems and OPP Plans**

The communications and information systems (CIS) plan lists those items the shipboard MCMC feels is necessary to maintain prepositioned equipment while afloat. The OPP lists those items prepositioned aboard each of the vessels in support of the OPP and debarkation teams when preparing for an offload.

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## **End of Ship and End of MMC Reports**

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At the end of each ship's cycle, all data for the load out on that MPS is turned over to the RAC team and liaison team's OIC and forwarded to the MEFs for dissemination to their MSEs. Reports are maintained by BICmd, MARFORPAC, MARFORLANT, all three MEFs, and their MSEs. Reports follow:

- Unit equipment report. This report identifies any deficiencies from the PO that should be included in the FIE. Subjects follow:
  - Class II, Clothing, Individual Equipment, Tools, and Administrative Supplies.
  - Class III, Packaged POL.
  - Class IV, Construction Materials Core Block.
  - Class VII, Major PEIs.
  - Class VIII, Medical Materials Attainment.
- Calibration report.
- SL-3 shortage report (includes sets, kits, and chest).
- Theater Army medical management and information system (TAMMIS) report. TAMMIS provides data pertaining to medical (Class VIII) supplies. TAMMIS replaces the medical logistics United States Air Force (USAF) AIS system and does not interface with MDSS II. TAMMIS will be replaced in the future by defense medical logistics support systems, which will interface with the Transportation Coordinator's Automated Information for Movement System (TC-AIMS), the replacement for MDSS II.
- Repair parts and secondary reparable (SECREPs) (Class IX) attainment report. This report is for primary and alternate flagships only.

- MDSS II data report.
- CAEMS data report. This system can produce loaded deck diagrams for analysis during contingency planning.
- NSE attainment report.
- AGSE report.
- Modifications and publications report.

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## RAC Team

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USMC TM 4790-14/2C, *Logistics Support for MPS Program Maintenance and Materiel Management*, provides the establishment of the RAC team. The RAC team is made up of representatives of the MEF who will be TAD to BICmd in support of their MPSRON's MMC. Team composition varies depending on the commander's intent, but is generally made up of an OIC and embarkation and supply personnel. The RAC will operate in coordination with the QA effort to ensure the time-constrained maintenance cycle is not hindered. It also provides additional guidance as decisions on the load out of ships are made.

### Command Relationships

The RAC team is OPCON to their parent MEF commander and is ADCON to BICmd during the MMC.

### Surveillance

During a ships cycle, the MEF commander may send RAC teams while equipment is being worked or after it is staged for backload to ensure equipment meets prepositioning standards and is fully mission-capable.

### RAC Team LOI

Each MEF publishes a RAC LOI that covers operations, administration, and logistics of the RAC team. This LOI may include the following:

- Composition and staffing of the RAC team.
- TAD order writing authority.
- Leave and liberty procedures.

- Disbursing support.
- Casualty reports.
- Postal instructions.
- Clothing and equipment.
- Legal administration.
- Individual responsibilities.
- Other matters the MEF commander deems necessary.

### Operational Planning

The MMC is a maintenance and supply regeneration, reconstitution, and embarkation operation that focuses on the combat readiness of the MPE/S. Plans generated by BICmd are used to accomplish this operation. Execution of those plans is the responsibility of BICmd with monitoring and concurrence by the RAC team. Operational planning requires extensive attention to detail to ensure a successful MMC.

### Predeployment Training

Predeployment training of RAC teams is essential since the availability of time after arrival at BICmd is minimal. Training will encompass maintenance recovery teams, commodity desktop procedures, quality inspection reports, review of current Marine Corps directives as they relate to the MMC and RAC teams operations, and forms used by BICmd's QA personnel.

### RAC Team Responsibilities

- Determine the last publications review conducted by MCMC personnel on publications used in the maintenance effort. This is required to ensure a current publications status and applicability.
- Review the current calibration control records on MPE/S to verify that the tools required for calibration are in fact being sent out for calibration.
- Ensure that each of the RAC team commodity areas are provided the most current modifications instructions from their parent command before arrival at BICmd.
- Review all PEI record jackets for completeness before acceptance.

- Review all applicable TMs, instructions (modification and technical), and safety alerts to ensure the publication is still current and being applied or adhered to as applicable.
- Review the modification control records for all PEIs to ensure that required modifications have been applied and recorded.
- Review the SL-3s used for SL-3 inventories to ensure that current publications are being used.
- Ensure that equipment support records and associated forms are present and current data is maintained.
- Ensure that all MPE/S meet the minimum requirements of applicable orders and manuals, and that all records reflect this status.
- Ensure that the embarkation plan approved by the MEF is executed. All changes will be brought to the attention of the OIC.

Any changes to the PO will be brought to the immediate attention of the RAC team OIC, must be approved by CMC (Code LPO), and accompanied by a letter of approval. This authorization will be maintained in files and brought back to the MEF upon completion of the MMC.

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## **MPS Loading**

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MCO P3000.17A policy is to load MPSs allowing for effective use of space and a load that supports employment and interoperability. (This differs significantly from embarking amphibious shipping to support forcible entry operations.)

MPSs are loaded for arrival and assembly operations while remaining cognizant of potential threats (criminal acts, terrorism, and overt hostile action). This administrative loading must focus on a rapid offload at a port facility or an instream location. Load planning must be flexible enough to accomplish either, depending on the situation in which the MPSRON is to be offloaded and height, weight, and TSS considerations.

A general pattern or load plan template has evolved to facilitate the arrival and assembly operations in theater, and provide efficiencies to minimize the time required for force standup and throughput. However, it depends on the class of the MPS. (Each MPS has different operating characteristics and deck configurations that can enhance or limit load/offload capabilities for MPF planners.) Accordingly, planning for the backloading of MPSs during reconstitution and the MMC must consider the following in developing load plans and assessing the operational impact during execution.

### **LCM-8 and Lighterage (Barge Ferries/Causeway Sections)**

LCM-8s and lighterage are placed in the water on Navy-day (O-1). LCM-8s serve as safety boats for lighterage being offloaded and assembled in the water. Therefore, the OPP must ensure the ship's offload systems; i.e., ramps, cranes, and lighterage are functional before Navy-day. LCM-8s also serve as waterborne ambulances and passenger transfer vessels. Lighterage is essential for the STS movement; i.e., sea transportation and throughput of MPE/S.

### **LARC and AAVs**

On O-day, the lighter(s), amphibious resupply cargo (LARCs) are first off the stern ramp. LARCs are safety vessels for the AAVs as they splash into the water and are STS guide boats for an instream offload. Early offload of LARCs and AAVs on O-day permits the debarkation team to move equipment throughout the vessel for easy access and rapid offload. LARCs are important for beach salvage operations in the surf zone and can be used as tow vehicles on the beach. This is important when the beach size is limited in width and depth.

### **RTCHs**

RTCHs are critical to the handling of containers. Some of the first containers to be handled will be

for the NSE or capability/habitability sets. RTCHs are the most critical throughput item in the E/L after the lighterage. Accordingly, they are typically positioned in two general locations:

- Near the stern ramp so they are the next item off-loaded after the LARCs and AAVs (RO/RO operations).
- Under the best available hatch square after lighterage is removed (LO/LO operations).

If three RTCHs are assigned to a particular ship, one will be placed near the stern ramp with the remaining two RTCHs placed under the hatch square. During LO/LO operations, this provides an immediate capability of two RTCHs. For RO/RO operations, three RTCHs can be made available through a discharge over the side and down the stern ramp. The number of containers during instream operations will be less than for a pier side offload. Regardless of the number of RTCHs assigned per ship, the embarkation of each RTCH must support LO/LO and RO/RO operations, with emphasis toward an instream (LO/LO) offload. This loading technique ensures maximum flexibility for employment of this vital asset and is consistent with the amount of containers that can be transferred ashore.

## NSE

The NSE is the recipient of MPE/S through two critical nodes in the overall throughput plan: the beach (instream offload) and port (pier side operation). These nodes must be operating very early in the operation. The NSE is responsible for getting the MPE/S to the high water mark; the LFSP is responsible for throughput from the high water mark over the beach. Therefore, the NSE's MPE/S must be readily accessible when embarking or backloading the MPS. Proper prepositioning of the NSE allows it to deploy to the AAA in the SLRP, OPP, and advance party before Navy day, and standup within the first 24 to 48 hours of arrival and assembly operations. High offload priority PEIs for the NSE will be their D7G bulldozers,

forklifts, floodlight sets, and capability sets. These NSE PEIs are identified with an equipment code and assembly numbers in the NAVMC 2907. Embarkation of the NSE's MPE/S must facilitate the debarkation, STS throughput, and beach and port operations. *The first three PEIs that must be on the first barge ferry during instream offloads follow:*

- NSE's 6K forklift to manipulate the five fingers on then barges ferry's beach end.
- NSE's D7G bulldozer to prepare the beach and push the barge ferry out to sea.
- USMC's RTCH to handle the first series of barge ferries that transport the containerized capability and habitability sets.

## Ground Transportation and Throughput Equipment

The LFSP is responsible for all ground transportation and throughput. To ensure that the LFSP has sufficient tools in a resource-constrained environment, the LFSP has OPCON of all the "B" (engineer) and "D" (motor transportation) TAMCNs. Once the offload is almost complete, control of these different TAMCNs will revert to the MSEs to which they are assigned (GCE or ACE). Centralized management of these assets must be planned. Throughput matrices will assist MPF planners to determine the best stowage location of each PEI; e.g., critical ground nodes that may require significant earthmoving capability are roads, COT lots, ammunition supply points (ASPs), fuel farms, and water storage facilities.

## MPF MEU Slice Equipment List

The MPF MEU slice is loaded on the primary and alternative flagship due to these ships' C3 capabilities. The MEU slice footprint does not take up all the ships' stowage area; it is small enough to allow for stowage of additional MPE/S. The intent is to load the notional MEU slice MPE/S so that they can generally be offloaded without having to remove MPE/S that are not in the MEU

slice E/L. However, this is not always possible due to height and weight restrictions and TSS considerations. During execution, the MEU/MAGTF commander may determine that he needs more or less equipment than the MEU slice planned. An MPF is inherently flexible for providing the appropriate mix of equipment to support the MEU/MAGTF commander's concept of operations. However, there is no flexibility regarding MEU slice ammunition containers as they will be loaded below the weather decks/capability and habitability sets.

### **Commander's Warfighting Priorities**

The MEF commander can influence the MPS load plans through the active participation of the MEF staff during MMC planning and through the RAC team during the MMC. These capabilities can be articulated by specifying warfighting priorities (normally no more than five priorities). Examples are armored reconnaissance, FW attack, heavy armor, RW attack, and counter battery fires. Historically, the PEIs that support these priorities are the LAV, F/A-18 Hornet or AV-8A Harrier, M1A1 tank, AH-1 Cobra, and the M198 howitzer.

For an MPF planner to translate these capabilities into reality, the embarkation team must consider unhindered access to numerous components during arrival and assembly operations; e.g., a heavy armor capability requires, at a minimum, the following:

- M1A1 tanks.
- Fuel trucks.
- 5-ton trucks to haul ammunition and supplies.
- 120mm and .50 caliber ammunition.
- M2 .50 caliber machine guns from the armory.
- Radios.
- Crews.

The actual MPS load configuration may help or hinder the development of this capability. The AMSEA class ships allow rapid offload of the majority of M1A1 tanks, whereas, the Waterman

class ships limit the initial offload of M1A1 tanks to the MPF MEU slice (4 tanks).

The key planning consideration is that all of the warfighting components must be accessible within the first few days. If FW and RW aircraft are in the top five warfighting priorities, then a portion of their ordnance needs to be planned for containers positioned higher in the container stacks (subject to TSS and compatibility issues), and their AGSE must be prioritized ahead of other AGSE. Planning of warfighting priorities helps achieve key capabilities that may be needed early in MAGTF operations and assists the AAOG and USMC debarkation officer to determine the critical path of MPE/S for offload.

The MEF commander selects these warfighting priorities based on current OPLANs for an MTW and CONPLANS for SSCs. During execution, the MAGTF commander may select different warfighting priorities. These priorities provide focus of effort for the mission at hand whether it is a show of force, combat, foreign humanitarian assistance mission or a military operation other than war (MOOTW) mission. However, those general MOOTW mission requirements can be satisfied with the flexible capabilities inherent in the throughput equipment, capability/habitability sets, and MREs. MPS embarkation plans must support the worst-case scenario rather than the most probable scenario. MOOTW requirements should not detract from the overall embarkation plan to support the concept for which the MPF MAGTF and MPF MEU were designed.

The remainder of the MPE/S is loaded to ensure the safe operation of the vessel (see p. 9-11 for a detailed discussion on TSS).

### **Critical Path Analysis During Execution Planning**

Operators and logisticians should color-code MPS load plans based on the type of ship and MPS load plan colors used by BICmd. Color-codes follow:

- MEU slice—black.
- Navy—blue.
- Aviation—magenta.
- Non-MEU slice items—green.
- Ammunition, HAZMAT, and parent vehicles that contain HAZMAT—red.
- MAGTF warfighting priorities and offload priorities—yellow.
- Transportation and throughput items—turquoise. The critical path for the offload of equipment and containers can be determined by considering the MPE/S that best supports force standup and when force capabilities need to be established. During MMC and reconstitution planning, color-coding aids in assessing MPS load plans and their compliance with the MEF commander's guidance.

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### **MAGTF Operational Standup Time**

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Force standup—the most critical issue facing MAGTF commanders—can be optimized by following the above loading criteria during MMC and OCONUS reconstitution and ensuring that rapid and responsible accountability and communications systems are planned for in the AAA. MDSS II must be fully employed and is best supported by a communications architecture with wireless data transmission capabilities. This allows the AAOG, LFSP, and AAOEs to have full visibility of MPE/S during arrival and assembly activities, locate critical bottlenecks, and forecast when prioritized warfighting capabilities are operational.

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### **Improving Force Closure Times**

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The principal means to improving force closure times is the positioning or movement of the MPSRON before the deployment order. The secondary means is the marriage of sound embarkation load planning and the MAGTF commander's warfighting priorities developed during MMC

operational planning and identification of force movement requirements in the TPFDD. The timing of the arrival of forces in the AAA identified in the TPFDD should coincide with the offload and movement of a capability's MPE/S into the AAOEs and ERPs. An excess number of personnel in theater can create unnecessary burdens on the LFSP and AAOEs for transportation, billeting, and messing that detract from the primary purpose of throughput and force standup.

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### **Spreadload Concept**

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The general rule of MPS embarkation is that no more than one-third of a PEI's total quantity is loaded on a specific ship. This will ensure that if one ship has a maintenance casualty or was damaged or destroyed, the MPF could continue its mission. Several exceptions to this general rule follow:

- The MEU slice is loaded only on the primary and alternate flagships.
- Limited quantities of PEIs. Certain PEIs have small quantities, at times no more than one or two. These items will be stowed in percentages exceeding 33 percent.
- The FH can only be broken up into two components and the core component (surgical suite) is essential to both.
- The EAF will be loaded on three vessels (there is no operational imperative for rapid offload and EAF assembly). The key to the EAF's setup is stabilizing the soil, done by the NMCB. This may take up to 3 weeks to complete. The NMCB supports the construction of the FH and the EAF. The three NMCB modules planned to be spreadloaded aboard three vessels are: Core Module, Basic Module, and Heavy Module.
- Because of its configuration, the Class IX block can be stowed most efficiently and effectively on the primary and alternate flagships to support the MPF MEU and MPF MAGTF force modules (FMs).

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## TSS

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TSS considerations ensure the ship can operate safely underway or at anchor within the parameters of its operational design.

In 1994, the configuration of M1A1 tanks and bulk liquid loads; i.e., JP-5, fuel, bunkers and water placed excessive stress on Frame 58 of the SS *Obregon*. As a solution, the Commander, US Atlantic Command; HQMC; CNO; Commander, Atlantic Fleet; COMMARFORLANT; and CG II MEF agreed with the Waterman Steamship Company's recommendation to remove 10,000 gallons of JP-5 fuel from the ship. This ensured that the SS *Obregon* was safe to operate under all possible conditions. While underway and consuming bunker fuel, the ship managed the bulk liquids and levels of the ship's ballast tanks to maintain TSS.

TSS also addresses lists, hogging, and sagging. A list is a tilt to port or starboard, which affects the ship's operating characteristics. Movement of heavy vehicles such as AAVs or tanks can rapidly create a list for the MPS. During Operation Fiery Vigil in the Philippines, movement of several tanks on "B" deck caused a 17-degree list to port on the Motor Vessel (MV) Lummus and created an unsafe condition for OPP operations on "D" deck.

Hogging is when the bow and the stern of the MPS are heavy, and the middle of the ship rides high in the water.

Sagging is when the middle of the ship rides low in the water relative to the bow and the stern. Hogging and sagging place excess stress on the structure of the MPS and should be avoided.

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## Load Lines

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### Bunkering Plan

Every bunkering plan (ship's fuel) must comply with international load line treaties and the requirements of marine insurance underwriters. Compliance with load line requirements is essential to avoid having the ship declared unseaworthy. The underwriters' mandate that all ships carry a reserve of 25 percent more fuel than is required for the planned voyage.

### International Conventions

Rules were established in 1875 that required ships to have their hulls marked with the depth that they could be loaded safely in various areas of the world and through all seasons of the year. Hence the world was divided into zones designated as tropical, seasonal tropical, summer, and seasonal winter. An allowance was made for the buoyancy of fresh and salt water. These factors and the resulting markings were determined to give greater free board to vessels facing increased hazards of the sea as seasons changed. American ship owners were placed under the obligations of the old rules through the first International Load Line Convention agreement of 1930, which Congress ratified in 1931. Since then, the US has adopted the International Maritime Organization 1966 Load Lines Convention and subsequent amendments thereto, along with the International Convention for the Safety of Life at Sea protocols of 1974, 1978, and 1988.

### Classification

Actual load lines are determined by classification societies such as Lloyd's of London when ship designs are submitted for approval.

## Enforcement

Enforcement of load line regulations has been assigned to the USCG. Regulation breaches have led to courts of law holdings that overloading makes a ship unseaworthy. The ship owner is deprived of any legal protection for loss or damage sustained by an unseaworthy vessel. Marine insurance underwriters have successfully resisted any claims for restitution of loss when a ship has been loaded deeper than its maximum depth line. For voyages where a vessel crosses from one zone to another, the ship must be loaded so that when it crosses the depth zone line, it meets the prescribed draught limits of the new zone.

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## Capability and Habitability Sets

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Typical sets are detailed below although quantity changes may occur due to attainment or changes in the capability sets during the MMC.

### Food Services Capability Set

Each set supports 750 to 1,000 personnel. The maximum capability supports 4,000. For an MPF MEB, additional equipment will have to be off-loaded before the reception to support a feeding volume of over 18,000 Marines and Sailors.

### Habitability Set

Each set provides basic protection from the elements. Each container (module) has equipment and supplies to outfit 80 Marines. The MARFORs/MEFs designate the number of modules for each MSE.

### Medical Capability Set

Each set provides surgical capability and patient holding for a minimum of 20 casualties. The medical block consists of AMALs 631, 632, 635, 636, 639, and 640.

## Fuel Capability Set

Each set is comprised of containers loaded with one amphibious assault bulk fuel system (AABFS) for the CSSE; one tactical airfield fuel dispensing system (TAFDS) for the ACE; two helicopter expeditionary refueling systems for the ACE; and fourteen expeditionary refueling systems for the CSSE.

## Electrical Distribution Capability Set

Container 1 provides direct support electrical power. Containers 2 and 3 are general support base camp electrical power generators. Container 4 is loaded with sufficient equipment to provide long-term humanitarian assistance support.

## Security Capability Set

Each set provides the GCE commander with a capability to deter pilferage and terrorist activity. Each set contains tentage, communications, and engineer assets.

## Water Capability Set

Each set consists of two reverse osmosis water purification units (ROWPUs) and four 20,000-gallon collapsible water storage tanks. The ROWPU can generate 600 gallons of fresh water per hour; the total stowage capacity per set is 80,000 gallons. Each container will be designated for the CSSE. Chemical support required for ROWPU operations includes calcium high test hypochlorite (HTH), which must be included in the FIE due to its hazardous nature. HTH cannot be stored on the MPS.

## NAVCHAPGRU Capability Set

Each set contains slings and other materials to conduct LO/LO operations.

## NBG Capability Set

Each set provides the materials to function as an AAOE and provide camp support.

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## Ammunition Load Planning

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### Compatibility

Ammunition must be segregated and loaded by its hazardous classification; e.g., white phosphorus must be segregated from high explosives. Often, general-purpose cargo containers are stacked between and over these incompatible cargoes, which emphasizes the need to ensure the proper use of HAZMAT/explosives labels and placards.

### Fueled PEIs

Fueled PEIs cannot be stowed in the same space as ammunition. They must be separated by water-tight hatches and doors; e.g., on AMSEA class ships, the number three hold can contain rolling stock and containers. If ammunition containers were placed in hold three, this would have a severe operational impact on ft<sup>2</sup> stowage.

### Weather Deck Stowage

Ammunition is not normally stored on the weather decks due to its susceptibility to damage from the environment. It is stored in the environmentally-controlled holds below the weather decks.

## Deck Strength

Ammunition container loaded weight is limited to 45,000 lbs. When half-high containers were obtained to store ammunition, the standard 8 by 8 by 20-ft International Organization for Standardization container space could now accommodate 90,000 lbs. However, the deck strength may not be able to sustain that amount of weight with four to six half-high containers stacked in a space designed for two or three standard 20-ft containers.

## TSS

The heavy weight of ammunition calls for it to be stowed in the bottom-most holds or stowage locations of the MPS.

## MPF MEU Slice Ammunition

Designated ammunition types are identified in prescribed loads to support MEU slice equipment. Container stowage configurations of each class of ship will drive determining the best method of ammunition stowage. For Waterman class ships (SS *Obregon*), prescribed load containers are stowed in one stack below the weather decks. For AMSEA class ships (MV *Bobo*), the eight containers are located on Tier 8, Hold 2 (the first tier under the weather decks). Although the stowage location differs based on the class of ship, the eight MEU slice ammunition containers can be offloaded immediately after capability and habitability sets.

# CHAPTER 10

## FORCE PROTECTION

Force protection is actions taken to prevent or mitigate hostile actions against Department of Defense personnel (to include family members), resources, facilities, and critical information. These actions conserve the force's fighting potential so it can be applied at the decisive time and place and incorporate the coordinated and synchronized offensive and defensive measures to enable the effective employment of the joint force while degrading opportunities for the enemy. Force protection does not include actions to defeat the enemy or protect against accidents, weather, or disease. (JP 1-02)

Since MPF operations are conducted in secure areas, the potential threat possibilities may be even more varied and challenging than in a hostile environment where military force is in use. The MPF operating environment must be secure enough to allow for the operation and staging of USTRANSCOM's strategic lift assets.

Effective force protection revolves around the successful coordination and execution of situational awareness, C2, seaward security response, landward security response, and an air security response. The goal of security response is to provide the appropriate level of force to counter the threat at hand while remaining alert to the possibility of other simultaneous attacks. Sea-, land-, and air-based assets may each be called upon to respond to threats; e.g., pier sentries may engage close-in small craft; security boats may engage targets ashore. Response plans and C2 systems should be able to provide maximum tactical flexibility to force protection decisionmakers.

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### Concept

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Force protection in the AO during MPF operations is a command responsibility of the combatant

commander. MPF is most vulnerable during the movement phase and is least vulnerable upon completion of the MAGTF's force standup. Surface escorts, augmented by air surveillance assets, are assigned force protection responsibilities for MPSs during the transit from the marshalling points to the AAA. After the MPSs CHOP to CMPF, CMPF is responsible for MPS protection.

The MPF force protection concept is to deploy and employ force protection assets to *deter*, *detect*, and *engage* attackers to *mitigate* the effects of attacks that do occur.

### Deterrence

MPF force protection assets deter attack by presenting visible, credible evidence to observers that attacks from any point will be detected and defeated. Deterrence is also accomplished by creating uncertainty in the minds of observers about the actual extent of defensive measures. It should be accomplished by a layered combination of active and passive measures.

### Detection

MPF force protection assets detect possible attacks with an interlocking network of sea, land and air-based observers and electronic sensors. The cluttered environment and short reaction times in MPF AAAs require sophisticated and rapid contact assessment procedures.

### Engagement

MPF force protection assets engage attackers with a layered, distributed set of sea-, land-, and air-based platforms. MPF assets require well-trained watch standers, robust communications, and well-developed ROE for best effectiveness with minimal risk of fratricide.

## Mitigation

MPF force protection assets lessen attack effects by redeploying forces to compensate for casualties, and by protecting MPF assets and other mitigation activities in the vulnerable period immediately following an attack.

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## Situational Awareness

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A detailed awareness of the complete tactical situation and intheater threats is required for the combatant commander and the subordinate force protection commanders to counter threats to MPF operations. Situational awareness includes the ability to detect, classify, identify, integrate/fuse, evaluate, and report all surface, subsurface, air, and land contacts inside and outside the AAA battlespace. Situational awareness is a result of well-coordinated C2. Contacts may be tracked, evaluated and reported by a variety of organic and nonorganic sensors in a distributed C2 architecture that is responsive to the establishing authority's needs.

The goal of situational awareness is a shared perception of the battlespace by the combatant commander, the MAGTF commander, the CMPF, and their subordinate force protection elements. A shared perception facilitates decisionmaking since commanders who have nearly identical situational awareness can collaboratively determine timely COAs. Maintaining situational awareness for planning and during operations is vital. For continuous situational awareness, a close relationship must develop between units/personnel that provide force protection security, and units/personnel that provide intelligence support.

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## C2

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The combatant commander executes C2 through a dedicated force protection organization headed by the FPO, that includes an SSO, an LSO, and

an air security officer (ASO), and their subordinate security response forces. TACON of interdiction and response assets is normally delegated to the SSO, LSO, and ASO to facilitate rapid response to potential threats. The combatant commander's decisionmaking process is enhanced through a shared perception of the battlespace by subordinates and reliable secure communications with force protection commanders and their security elements.

## C2 Assets

The primary C2 assets available to the combatant commander and his subordinate force protection commanders/CMPF are described below. These assets are used to direct and coordinate surveillance activities and security responses.

### *Connectivity Assets*

The establishing authority's C2 connectivity assets will normally be task-organized from the parent organization from which the establishing authority originates.

### *R-MAST*

The R-MAST is the CMPF's command, control, communications, computer, intelligence, surveillance, and reconnaissance (C4ISR) hub. It is sourced from the NCW's HDCU. Primary capabilities follow:

- A tactical C2 system; i.e., joint maritime command information system (JMCIS).
- A tactical intelligence system; i.e., joint deployable intelligence support system (JDISS).
- Tactical and long haul voice and data communications systems; i.e., ultrahigh frequency (UHF), very high frequency (VHF), high frequency (HF), and super-high frequency (SHF).

JMCIS provides a common tactical display and the means to coordinate actions with other JMCIS-equipped forces, as well as the NCC. JDISS provides a demand-pull intelligence support capability to facilitate queuing tactical surveillance sensors to potential threats approaching

the AAA, and to support planning for follow-on CMPF missions. The communications suite includes tactical secure voice and data capabilities for controlling force protection assets, record message processing systems; e.g., Naval Modular Automated Communications System II and an SHF satellite communications (SATCOM) system that provides reachback capabilities to support JDISS operations and mission planning using SECRET Internet Protocol Router Network (SIPRNET).

### ***Mobile Inshore Undersea Warfare Radar-Sonar Surveillance Center***

One of the mobile inshore undersea warfare (MIUW) Radar-Sonar Surveillance Center's (RSSC's) key functions is C2. The RSSC's fused tactical picture provides the primary capability for the TACON and direction of maritime interdiction assets in the AAA. The organic tactical picture is maintained on two graphical data fusion system workstations, as well as on a JMCIS workstation. Thermal and visual imaging system cathode ray tube displays support the tactical control of small boat interdiction assets, as well as contact identification. The RSSC's communications suite includes tactical secured and unsecured voice and data UHF, VHF, and HF capabilities for controlling maritime interdiction assets.

### ***MAGTF AAOG***

The AAOG provides a full array of communications connectivity; i.e., JTF Enabler System, for the MAGTF commander during the arrival and assembly phase.

### ***Surface Ship Combat Information Center***

The combat information center in each of the USN surface ships conducting escort protection for the MPSRON and seaward force protection in the AAA provides the CMPF a primary source of intelligence information and C2 capability.

## **Establishing Authority Functions**

- Designate FPO, SSO, LSO, and ASO representatives.
- Request force protection assets from higher headquarters during the planning and execution phases.
- Review and forwards the force protection and security plans up the chain of command for approval.

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## **FPOC**

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The FPOC is the C2 hub of the establishing authority's force protection effort. The CE and FPO's battle watch are normally collocated. Primary concepts are layered defenses, use of random additional measures, distributed collaborative planning, and dedicated and secure tactical communications among security elements. This provides a seamless transition of force protection capabilities between phases of the operation.

Layered defense provides for early detection and multiple opportunities for interdiction and/or countering of potential threats. This is accomplished through proper selection and positioning of surveillance assets and response forces to maximize detection opportunities and minimize security response time lines.

Use of random additional measures, normally implemented during heightened force protection conditions, will keep any observing enemy off-balance. Unpredictability is a key to successfully protect the force.

Distributed collaborative planning entails advance planning and real-time coordination of security responses among the FPO, SSO, LSO, and ASO, particularly to potential threats at the sea-land-air interface.

The establishing authority and FPO designates and approves security zones and preplanned security responses developed by the SSO, LSO, and ASO.

## **FPO Functions**

- Conduct a force protection assessment as a member of the SLRP.
- Assess the total security situation and threat assessment, and advises the establishing authority on force protection measures.
- Develop the force protection and security plans, including required air, sea and land security forces, HN interactions and support requirements, and force protection assumptions. A force protection plan must provide for security of MPF ships during transit, offload and reconstitution, and security of all US and multinational personnel and equipment involved in the MPF operation, including berthing and operational sites (see app. W for the plan format).
- When directed by the establishing authority establish and operate the FPOC.
- Evaluate and report daily force protection posture/status to the establishing authority when the FPOC is established.
- Control and coordinate air, sea, and land security responses.
- Coordinate with HN security forces for air, sea, and land security response.
- Request force protection augmentation when warranted by the changing threat/tactical situation.

## **Force Protection Assets**

Depending on the tactical situation and the threat, different force protection elements may be tasked to provide security in the marshalling, movement, and arrival and assembly phases as discussed below. Assets may be assigned and categorized according to the force protection functions. The establishing authority and FPO should consider the nonorganic assets as a “shopping list” from where the optimum force protection package can be assembled and organized.

## ***Mobile Inshore Undersea Warfare/ Radar-Sonar Surveillance Center***

One of a MIUW unit’s key functions is maritime situational awareness. The RSSC provides a fused tactical picture from various maritime surveillance sensors, including surface search radars, acoustic sensors, an electronic warfare support measures (ESM) system, and remotely-operated thermal and visual imaging systems. The organic tactical picture is reported via JMCIS-generated Over-the-Horizon Gold reports to other JMCIS-equipped units to promote a common awareness of the tactical situation.

## ***Surface Pickets***

Surface pickets use a variety of onboard maritime surveillance sensors, including surface and air search and fire control radars, ESM systems, optical systems, and passive and active sonar systems to develop and maintain an integrated tactical picture. Embarked helicopters may also extend a ship’s surveillance battlespace. Some ships are equipped with combat direction finding (DF) or a ship’s signals exploitation space that provides additional sensor input to the ship’s total contact picture. Combat direction systems, JMCIS and associated tactical data links are used to exchange track data with other similarly equipped units to promote a common awareness of the tactical situation. Surface ships can also be employed as surveillance pickets to extend the surveillance area beyond the approaches to the AAA.

## ***Maritime Patrol Aircraft***

Maritime patrol aircraft (MPA) use onboard maritime surveillance sensors, including surface search and inverse synthetic aperture radar, ESM systems, optical systems, and passive and active acoustic sensors to develop and maintain an integrated tactical picture. This picture is communicated to other units via Naval Tactical Data System and tactical

voice radios. MPA conduct surface and subsurface coordination flights to extend the surveillance area beyond the approaches to the AAA.

### **Nonorganic Assets**

Various theater and DMS and sensitive compartmented information (SCI) surveillance sensors may be tasked with supporting CMPF C4ISR functions. These sensors provide imagery intelligence, electronic intelligence, communications intelligence, and measurement and signature intelligence products and analysis to augment maritime surveillance and queue tactical sensors.

### **SH-60 Helicopters**

SH-60 helicopters can be shore-based in the AAA and tasked with searching the sea surface (Q-route) with optical/thermal equipment called the Magic Lantern sensor system.

### **Landward Surveillance Sensors**

Landward surveillance sensors include hand-held and mounted night vision/thermal imaging systems, ground acoustic and seismic sensors, sniper scopes, and various trip wires and flare systems. The systems are deployed by the LSO to provide early detection of potential landward threats and are usually organized into listening posts/observation posts.

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## **Seaward Security Operations Center**

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The seaward security operations center (SSOC) is the C2 hub for seaward security response forces. The NCW group provides a fused tactical picture from various maritime surveillance sensors, including surface search radars, acoustic sensors, an ESM system, and remotely operated thermal and visual imaging systems. From this hub, various interdiction assets under the TACON of the SSO are directed to intercept, board, search, attack, and seize contacts of interest. The primary seaward security concepts are layered surveillance and

defense, multiple sensors on target, early tactical response to potential threats, and preplanned seaward security responses.

Layered surveillance and defense involves the tasking of nonorganic and organic sensors to conduct interwoven surveillance of the AAA and its approaches, as well as the C2 of deep water and inshore interdiction assets as potential threats are detected.

Based on the threat assessment, preplanned seaward security responses are prepared by the SSO for incorporation into the force protection plan. Preplanned responses enable the seaward surveillance and interdiction assets to test and execute logical and well-thought-out plans for engaging and interdicting potential threats and should include responsibilities, coordinating actions, reporting requirements, deconfliction measures, and specific actions to be taken to counter the designated threat. The plan should include preplanned responses (at a minimum) for the following threats:

- High-speed surface contact.
- Threats disguised as recreational or commercial vessels.
- Swimmers.
- Swimmer insertion platform.
- Floating/moored mines.
- Low-flying aircraft.
- Bomb threats.
- Pirate attacks.
- Convoy escort actions.
- Responses to security and exclusion zone violations by potential threats.

### **SSO Functions**

- Assess the seaward security situation and recommend to the FPO additional asset requirements.
- Establish and promulgate seaward security and maritime exclusion zones.

- Coordinate with HN for seaward security and maritime surveillance actions.
- Coordinate security response actions at the sea-land-air interface with the LSO, ASO, and FPO.
- Provide daily summaries of seaward security operations to the FPO.
- Establish sortie plans in case of unanticipated attack or a surprise condition that requires the MPF ships to evacuate the port facility or anchorage.

### **Seaward Security Response**

The naval coastal warfare group is the force protection integrator for the SSOC. It is a combined USN and USCG command with select units assigned to USN and USCG reserve centers. NCW capabilities include adaptive force packages using various Navy and USCG assets. Some elements that may comprise the NCW unit supporting an MPF operation are described below.

#### ***Secure and Unsecured Tactical Communications Systems***

The RSSC provides the SSO with situational awareness and a tactical plot to direct and control seaward security and interdiction assets. The RSSC contains various secure and unsecured tactical communications systems to coordinate interdiction assets employment. The SSO normally has TACON of IBUs, PSUs, and HN small boat assets.

#### ***IBUs***

IBUs are Navy small boat detachments that deploy with two high-speed, 27-ft diesel engine-powered, closed cabin response boats armed with machine guns. IBUs provide a rapidly deployable, armed small craft capability with precise navigation to support force protection and security operations in littoral regions worldwide. IBUs are normally under TACON of the MIUWU.

#### ***USCG PSUs***

USCG PSUs have six high speed, 25 ft, outboard-driven response boats armed with machine guns.

The boats are primarily employed in inner harbor areas to conduct point defense operations. PSUs also have a maritime security component that supports perimeter/access control and landward security response measures. PSUs may be under TACON of the NCW/MIUWU.

#### ***Explosive Ordnance Disposal Mobile Unit Detachment***

When assigned, a USN explosive ordnance disposal (EOD) mobile unit detachment conducts hull surveys, mine searches of the MPF vessels (in port/at anchor), and supports antiswimmer defense measures through use of marine mammals.

#### ***HN Assets***

HN assets are country-dependent and can include patrol killer medium, LCM-8s, patrol craft, and other small surface craft capable of visit, board, search, and seizure (VBSS) and interdiction operations. The NCW unit and/or MIUWU may or may not have TACON of HN assets.

#### ***MPA***

MPA provide OTH surface/subsurface surveillance in the AAA. MPA also can conduct coordinated antiship and antisubmarine attacks, depending on armament.

#### ***Shore-Based Helicopters***

Shore-based helicopters can operate as antisubmarine and antisurface assets and respond to contacts in the operational area.

#### ***Surface/Air Mine Countermeasures***

Surface and airborne mine countermeasure assets conduct mine sweeping, detection, and neutralization in the approaches to the harbor/port facility before and during MPF operations to establish and maintain Q-routes through the AAA.

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## Landward Security Combat Operations Center

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The landward security combat operations center (LSCOC) provides a fused tactical picture from various landward surveillance sensors, including optical and thermal imaging systems and ground sensors. Through the LSCOC various interdiction assets under the TACON of the LSO are directed to investigate, interdict and neutralize suspected threats. The LSCOC should be located to best facilitate communications and coordination to provide a more rapid response to potentially hostile actions from the landward sectors.

### LSO Functions

- Assess the landward security situation and recommend to the FPO additional asset requirements.
- Develop a landward surveillance and security response plan, including preplanned responses on-call tactical for potential threats such as terrorist, conventional or special forces attacks.
- Ensure layered, overlapping surveillance coverage of the landward security area.
- Establish and promulgate landward security and exclusion zones.
- Coordinate with the HN for landward security response, checkpoint/access control, and convoy escort actions.
- Coordinate landward surveillance and security response actions at the sea-land-air interface with the SSO, ASO, and FPO.
- Provide daily summaries of landward security operations to the FPO.

### Landward Security Response

Landward security response forces will be assigned based on the threat. Various supporting elements may deploy and be integrated into the landward defenses of the AAA by the LSO as follows:

- Military police.

- EOD personnel.
- K-9 patrol dogs.
- Stinger batteries.
- Avenger batteries.
- HN police and physical security elements.
- USMC force protection sub-teams.
- Naval Criminal Investigative Service (NCIS) personnel.

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## Air Security Operations Center

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The air security operations center (ASOC) provides a critical capability focused on the potential air threat. The vulnerability of MPF operations to air attacks and the speed that attacks can occur requires a C2 node that can assimilate a complete air picture for the entire AAA. The ASOC provides a fused tactical picture from air surveillance sensors and systems. From the ASOC, various interdiction assets under the TACON of the ASO are directed to investigate, interdict, and neutralize suspected threats. Due to the extensive C4I requirements for data collection and dissemination, the ASOC should be collocated with the headquarters element or joint force air component commander (JFACC) that provides the greatest connectivity.

### ASO Functions

- Assess the air security situation and recommend to the FPO additional asset requirements.
- Develop an air surveillance and security response plan.
- Ensure layered, overlapping surveillance coverage of the entire AAA.
- Establish and promulgate air security and air exclusion zones.
- Coordinate with HN for air security.
- Coordinate security response actions at the sea-land-air interface with the SSO, LSO, and FPO.
- Provide daily summaries of air security and air surveillance actions to the FPO.

### Air Security Response

The air security response is the most notional of the three security nodes. Unlike landward security (that can largely be task-organized from the MPF MAGTF) and seaward security (where NCW unit assets provide the primary integrator), airward security must be requested and integrated from completely non-MPF related supported-combatant commander's assets. The air security response is a shared responsibility involving sea, air, and land force capabilities and coordinated by the ASO. Relatively few platforms possess the capability to encompass the entire air security picture from surveillance to engagement. Assets that may assist with the air security response follow:

- Navy surface combatants (cruisers, destroyers).
- An amphibious ready group (ARG) or an expeditionary strike group (ESG) with an embarked Marine Expeditionary Unit (special operations capable) (MEU(SOC)).
- HN aviation assets or joint force aviation assets under the control of a JFACC.

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### Planning Phase

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The primary goal of force protection planning is to maintain a secure AAA for the MPF operation. Planning involves a careful threat assessment and assignment of sufficient landward, seaward, and air security elements within an integrated force security organization to mitigate the threat.

### Situational Assessment

A situational assessment involves a threat analysis, a survey of the proposed AAA, and a review of the available/assigned force protection assets. Threats to MPF operations vary significantly during each phase of an MPF operation, from deep water submarines and long-range aircraft during the transit phase, to combat swimmers, mines, and small craft in the AAA. Changing factors

create a need for constant vigilance and evaluation of force protection measures.

Figure 10-1 lists potential threats to MPF operations in the AAA. It will assist planners in developing force protection measures. It is not a comprehensive guide to all potential threats. Counterintelligence (CI) and intelligence sources should be solicited to provide tailored threat assessments for the designated AAA and its approaches before and during MPF operations.

Threat	Description
Sabotage	Generally a small explosive device smuggled onboard MPS to destroy vital shipboard systems and/or stored MPE/S.
Light Aircraft	Small manned aircraft capable of eluding air defense radars and equipped with small bombs and/or missiles. Light aircraft may be explosive-laden for a suicide mission.
Combat Swimmers	Frogmen with snorkeling and/or self-contained breathing apparatuses who carry mines and/or small torpedoes.
Small Surface Craft	Swift surface craft of less than 100 ft that can carry a combination of hand-held or shoulder-fired missiles, heavy automatic weapons, rockets, small arms, and explosives. These craft can also lay mines and insert combat swimmers into the AAA.
Mines	Magnetic-pressure-acoustic and contact-influenced explosive devices that can be moored, buried or adrift in deep, shallow or very shallow water or surf zones.
Diesel Submarines	Small to medium submersibles and semi-submersibles that can carry combat swimmers, torpedoes, and mines. Includes midget and mini-submarines.
Car or Truck Bombs	Generally large, vehicle-transported explosive devices.
Borders, Piracy, and Portable Missiles	Self-explanatory.
Harassment	Planned demonstrations or civil unrest.

**Figure 10-1. Potential Threats to MPF Operations in the AAA.**

### SLRP

The SLRP is generally detailed to assess the proposed AAA. It is imperative that the FPO (or his designated representative) and air, sea and land security personnel be assigned to the SLRP to conduct a force protection situation assessment. This assessment should include ID

of locations for shore-based surveillance assets, determination of the ability of a HN to support/augment force protection measures, survey of piers and potential boat maintenance facilities, identification of improvements needed in potential static defensive positions or development of fields of fire for landward security forces. The assessment survey is part of the SLRP checklist (app. H) and can be used by planners to support a detailed assessment.

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### **Marshalling and Movement Phases**

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Force protection for MPF shipping is the responsibility of the NCC. However, the establishing authority/FPO should coordinate with the NCC in planning for escort operations; routing MPS to the AAA; determining the point where the MPS CHOP to the CMPF for operations and force protection; and subsequent use of escorts for force protection at the AAA. Primary objectives during these phases include the phased deployment of force protection assets to the AAA and preparing the AAA for MPF ship arrival. Assets are normally sequenced into the AAA in the following order to accomplish the following tasks:

- Landward security elements: to establish secure perimeters at the pier, beach and airfield areas; to link-up with HN landward security elements; and to conduct EOD sweeps of piers, port facilities, adjoining roads, and berthing areas. These elements may be flown in from outside the theater of operations or detached from the in theater MEU(SOC) embarked in the deployed ARG or ESG.
- C4ISR elements: to conduct layered surveillance operations, establish the force protection C2 organization, and coordinate force protection measures with HN agencies. These elements may be flown in from outside the theater of operations and/or provided from prepositioned/deployed assets.

- Seaward security elements: to establish security zones at the offload areas, conduct mine countermeasures (MCM)/EOD sweeps of the piers and anchorages in the AAA, and link up with HN seaward security elements for coordinated seaward security response. These elements may be flown in from outside the theater of operations and/or provided from prepositioned/deployed assets.

Force protection of the strategic airlift is retained by the supported and supporting combatant commanders. The primary goal is to secure the AAA in advance of ship and aircraft arrival. This involves the following:

- AAA sanitization: includes the coordination of overlapping organic and nonorganic surveillance coverage, implementation of seaward threat interdiction procedures, coordination with HN security forces, and verification that vessels anchored, pierside or underway in the AAA are nonthreatening—and strategic aircraft and the FF can fly safely into the AAA.
- Q-route establishment: includes the coordination of defensive mine laying, identification of primary and alternative routes through the AAA to the offload areas, and coordination of periodic MCM sweeps through the Q-routes to ensure that they are clear.
- Testing of security response measures to simulated air, landward and seaward threats: includes coordinated responses at the air, land-sea interface, communications effectiveness, and HN interoperability.
- Declaring the AAA safe to enter for the strategic/tactical aircraft and MPS.

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### **Arrival and Assembly Phase**

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This phase includes MPS arrival, offloading, and force standup. Force protection's primary focus is steady-state operations, continual reevaluation of security effectiveness and requirements, and daily

coordination among force protection commanders and elements. This involves the following:

- Daily planning and coordination among FPO, ASO, SSO, LSO, and HN commanders, including command-level reassessment of the threat and force protection posture.
- Evaluating and verifying the performance of deployed tactical sensor systems, including determining radar shadows, conducting acoustic range checks for predictions validation, and verifying optical sensor coverage and overlap.
- Daily operations reporting, with daily force protection status information and commanders estimates forwarded from SSO, ASO, and LSO to FPO, and from FPO to the establishing authority.
- Reevaluation of security requirements and requests for additional force protection assets when warranted; e.g., MPS may be moved from anchorage to pier side or vice versa. This could require rearrangement of or additional surveillance and force protection assets to conduct the mission.
- CHOP various forces in/out of the force security organization as required (MPA, surface pickets, MCM ships or HN assets).
- Maintaining vigilance and the tactical edge through controlled testing of surveillance effectiveness and security response measures.

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## Reconstitution Phase

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The combatant commander is overall responsible for security but will normally delegate this to the COMMARFOR (AOR) during reconstitution. NAVFOR is responsible for internal security of living quarters, workspaces, staging areas, and loading areas. Assigning additional security responsibilities to them may detract from efficient reconstitution functioning.

This phase includes the reconstitution and redeployment of the MPF, to include the phased redeployment of force protection and surveillance assets. The primary focus is the safe and secure departure

of friendly forces from the AAA. This phase involves the following:

- MPS departure: includes the escort and hand-off from CMPF security forces to escorts assigned by the NCC. Responsibility for force protection is generally passed from CMPF to the escort commander at a designated point near the outer boundary of the AAA.
- Phased redeployment of seaward security and C2 forces: Redeployment of these forces normally commences after the MPF ships depart the AAA. In a contingency situation, these forces may remain in theater and transition to other missions under the theater combatant commander's OPLAN, such as joint logistics over-the-shore support, port security and harbor defense, and SLOC defense.
- Landward security, campsite and airfield security forces redeployment: Landward security forces are generally the last to redeploy. In a contingency situation, these forces may remain in theater and transition to other missions under the theater combatant commander's OPLAN.

## Security Support

Simultaneous requirements for security at numerous locations (an APOE, SPOEs, washdown sites, and staging areas) will exceed the capabilities of naval personnel and necessitate coordination with external agencies. Security forces, other than internal security forces defined in the reconstitution T/O, will be provided from all available sources as directed by COMMARFOR (AOR).

External security support may be provided by the US Army, multinational forces, HNS, and other NAVFOR.

## Security Planning

Security for the reconstitution phase should be assured before finalizing the MAGTF's redeployment plan. Transfer of responsibility for security should be explained in the OPLAN/OPORD.

# CHAPTER 11

## INTELLIGENCE

Detailed intelligence on the threat situation and unfriendly capabilities, vulnerabilities, and estimated COAs within the AO is critical to support early MAGTF planning requirements and decision-making. For uncertain conditions, similar intelligence is required on host country military, paramilitary, and law enforcement forces with which the MAGTF will need to coordinate operations.

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### Weather Conditions and Key Infrastructure

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Comprehensive, accurate intelligence on the weather conditions and on key infrastructure questions is of critical concern to support MAGTF planning and decisionmaking. Early assessment of basic intelligence products and databases, particularly those maintained by the combatant command's Joint Intelligence Center (JIC), will satisfy most initial intelligence requirements (IRs). In particular, detailed and continually updated intelligence will generally be required on the following:

- All ports and harbors.
- Airfields.
- Roads, railways, and other LOCs.
- Telecommunications and utility infrastructures.
- Other key facilities within the AO.

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### Task-Organization and Deployment Phasing

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JTF, theater, and other USN intelligence operations satisfy most MAGTF PIRs until organic MAGTF assets are operational in the AO. This places a premium on effective integration of joint, naval, and MAGTF intelligence planning and operations, clear identification of MAGTF PIRs and other IRs, and supporting CIS operations.

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### C2

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The likely large geographic separation of the MAGTF commander and the CMPF will generally preclude forming a combined intelligence center as in an AF. This, coupled with the geographic separation from the JTF, will challenge MPF C2. Detailed C2 and intelligence CONPLANS, SOPs, area intelligence studies and supporting CIS are critical to support early planning requirements.

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### Required Intelligence Capabilities

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An MPF operation's required intelligence capabilities are similar to those of any other operation in that they must have the capacity to do the following:

- Perform intelligence preparation of the battlespace and situation development covering a broad maneuver space.
- Analyze threat forces to determine centers of gravity and critical vulnerabilities.
- Conduct detailed terrain, hydrographic, port, airfield, and LOCs analysis to support MPF operations.
- Ensure CIS connectivity and interoperability with national, theater, and joint forces' intelligence assets, which provide intelligence support before the MPF MAGTF arrives in the AO.
- Coordinate standoff collection assets that can satisfy force requirements from OTH.
- Provide organic imagery; signals intelligence; human intelligence; CI; remote sensor; geospatial information and services (GI&S); and ground and aerial reconnaissance assets that can satisfy MAGTF tactical collection requirements as the MPF enters the AO and starts operations.

- Coordinate dissemination systems that link widely dispersed joint, naval, and Marine forces afloat and ashore.

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## IRs

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Specific IRs will be situationally-dependent. A good source to aid all planners with identifying IRs is Marine Corps Intelligence Activity 1540-002-95, *Generic Intelligence Requirements Handbook*, prepared by the MCIA. The following notional IRs reflect intelligence gaps typical for MPF operations:

- Threat force locations, dispositions, compositions, and activities within the AOR, particularly as they impact on the requirement for a secure area and pose threats to MPS movement.
- Location and characteristics of an airfield suitable for AMC and CRAF aircraft operations, and the throughput capability to support the projected airflow.
- Location and characteristics of an adequate port and/or beach for timely offload of the MPSRON. A port must have sufficient water depth, overhead clearance, and maneuver room for the ships.
- Characteristics of the transportation network between the port and/or beach and the airfield.
- Location and characteristics of potential anchorages.
- Hydrographic data to include tides, currents, beach gradient, composition, trafficability, beach frontage and depth, surf conditions, and channel information.
- Predominant weather conditions in the area to include visibility, winds, flying conditions, and astronomic data.
- Incorporation of the FPOC into the intelligence system.

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## Establishing Authority Responsibilities

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- Determine, validate, and prioritize IRs and consolidate intelligence needs of MPF elements.
- Coordinate the collection, processing, production, and dissemination of intelligence to MPF elements.
- Review and forward requests for intelligence and CI support.
- Establish liaison with appropriate intelligence agencies.
- Coordinate the production and dissemination of all-source intelligence/CI studies, estimates, and other products to support MPF requirements.

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## MAGTF Commander Responsibilities

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- Determine, validate, and prioritize MAGTF IRs.
- Review existing intelligence publications and databases to identify critical gaps in information.
- Initiate organic intelligence and reconnaissance operations.
- Forward IRs to appropriate operational commanders.
- Develop or activate intelligence collection plans to include requests for national/theater intelligence support.
- Prepare and disseminate intelligence estimates and studies to support operational planning.
- Identify/refine GI&S requirements and prepare/activate the MAGTF war reserve stock for delivery.
- Distribute GI&S products from the MAGTF planning allowance for initial operational planning.
- Develop and coordinate target intelligence activities as part of the overall targeting function.

- Coordinate with other MPF elements for intelligence planning.
- Identify intelligence CIS requirements.

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### **CMPF Responsibilities**

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- Ensure continuous intelligence support to Navy elements from supported and supporting combatant commanders.
- Coordinate intelligence and CI measures in support of Navy operations.

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### **CNSE and COMPSRON Responsibilities**

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- Determine and submit IRs to the CMPF.
- Coordinate with other MPF elements for intelligence planning as required.
- Distribute charts, photographs, and other intelligence materials to the NSE.

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### **Other Force Commanders' Responsibilities**

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- Determine their IRs.
- Prepare an intelligence plan compatible with the specific needs of their respective forces. Requests for intelligence peculiar to the specialized operations of these forces must be submitted by force commanders to their operational commanders.

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### **Examples of Supporting Intelligence Agencies and Organizations**

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Because of the nature of MPF operations and the variety of OPLANs, MPF elements may receive intelligence support from more than one unified command. Intelligence support is provided by intelligence agencies or organizations in response to validated IRs forwarded and validated through appropriate operational chains of command.

#### **National**

- National Security Agency.
- Central Intelligence Agency.
- Defense Intelligence Agency.
- National Reconnaissance Office.
- National Geospatial-Intelligence Agency (formerly National Imagery and Mapping Agency).

#### **Theater**

- Combatant commander JIC.
- JTF.
- Joint intelligence support element.
- National intelligence support team.

#### **Naval Services**

- National Maritime Intelligence Center.
- NCIS.



# CHAPTER 12

## THE COMMUNICATIONS PLAN

The communications plan reflects the C2 requirements of the establishing authority, the MAGTF commander, and the CMPF. Communications systems connect commanders, enabling them to exercise C2 requirements (commercial [HN, US or multinational], military [US or multinational] or a combination). Communications planning starts with other OPLAN (execution planning) and continues through all phases.

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### Content

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The communications plan must consider internal and external C2 requirements for each phase of the MPF operation. It must support mobilization from home stations, en route movement, arrival and assembly, and the standup for force employment; and adapt to changes in activities, command relationships, and task organization. The plan details the circuits, channels, and facilities required to support the MPF operation, and should include the following:

- General coverage of the communications situation (assumptions, guiding principles, and the CONOPS communications employment).
  - An announcement of the communications mission.
  - Delegation of communications tasks and responsibilities to MPF elements.
  - Detailed instructions on the organization, installation, operation, and maintenance of communications systems and coordination of the entire communications network.
  - Assignment of call signs, frequencies, communications security (COMSEC) equipment, keymats, codes, and authentication systems.
- Instructions on countermeasures; cover and deception; security; recognition and ID; NAV AIDS; and other special communications and electronic functions.
  - Communications-electronics logistics support.
  - Communications with AMC C2 agencies during all phases of the operation.

The communications plan is prepared in detail for use by commanders at all echelons. The format should be standardized for use by any unit assigned to support the MPF operation. Information and instructions in the plan could be provided in annex or appendix form, reducing duplication of preparation and reproduction and minimizing errors.

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### Planning Factors

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- Communications equipment and COMSEC material must be compatible and of sufficient quantity to support all phases of the MPF operation.
- Communications requirements change during phases. Coordination between MPF elements and supporting units is necessary so that essential communications requirements are continually met. Communications requirements vary with the location and method of employment.
- Use of Service and foreign civilian communication systems should be maximized to be consistent with OPSEC and COMSEC policy.
- The location of the MPF operation dictates the extent of the inter- and intra-area coordination required.
- Communications systems must support C2 requirements whether the operation is independent or augmentation. Independent operations

require a stand-alone communications plan; augmentation operations require a plan that complements the augmented force's communications plan.

- Coordinate communications connectivity with CMPF and adjacent units.
- Supervise MAGTF communications.

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### **Establishing Authority Responsibilities**

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- Prepare and monitor the execution of the overarching communications plan for the MPF operation and subsequent MAGTF mission.
- Identify and coordinate COMSEC materials and efforts.
- Identify dedicated and special purpose circuits.
- Coordinate with the combatant commander for the use of JS- and combatant commander-controlled communications assets.
- Coordinate the use of HN communications assets and facilities with the supported combatant commander.
- Issue communications instructions to exercise OPCON over assigned forces and to coordinate and direct activities of supporting forces.
- Supervise MPF communications.
- Ensure that all communications shortfalls are consolidated and addressed to the combatant commander.

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### **MAGTF Commander Responsibilities**

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- Prepare the MAGTF's communications plans for MPF and subsequent operations.
- Activate the communications systems to include the deployable Global Command and Control System (GCCS) capability to support internal and external MAGTF C2.
- Identify requirements during each phase of the MPF operation.

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### **CMPF Responsibilities**

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- Provide and allocate frequencies to USN MPF elements.
- Coordinate communications requirements with the establishing authority.
- Issue communications instructions to exercise OPCON over assigned NAVFOR.
- Coordinate communications connectivity between the naval task force (NTF) and the MAGTF.
- Supervise NTF communications.

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### **CNSE Responsibilities**

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- Prepare the NSE communications plans for MPF and subsequent operations.
- Identify communications requirements and shortfalls to the CMPF.
- Activate the communications systems to support internal and external NSE C2 requirements during each phase of the MPF operation.
- Coordinate communications connectivity with the CMPF and adjacent units as required.
- Supervise NSE communications.

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### **COMPSRON Responsibilities**

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- Prepare the MPSRON's communications plans for the MPF operation.
- Identify communications requirements and shortfalls to the CMPF.
- Activate the communications systems to support internal and external MPSRON and OPP C2 requirements during each phase of the MPF operation.

- Coordinate communications connectivity with the CMPF and adjacent units.
- Supervise MPSRON communications.
- Request NEAT detachment augmentation to support convoy or escort communications requirements and technical expertise.

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## FPO Responsibilities

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- Prepare FPOC communications plan for the establishing authority.
- Identify communications requirements and shortfalls.
- Activate the communications system to support internal and external FPO C2 requirements during each MPF operation phase.
- Coordinate communications connectivity with senior and subordinate units.
- Supervise FPOC communications.

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## Planning Phase

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Execution planning, including communications planning, begins upon receipt of the warning order. CONPLANS are reviewed. The communications plan must support the C2 requirements of the deployment plan. Planning requires direct communications between the MAGTF and NTF commanders and units. The use of existing commercial and military communications facilities for connectivity between MPF elements and supporting units is also required. Liaison personnel should be used whenever possible.

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## Marshalling Phase

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The marshalling phase is characterized by completing final preparations for movement to APOEs and loading aboard aircraft. Communications requirements identified to support the planning phase remain valid. Additional requirements, such as the

MAGTF's responsibility for the communications requirements of the NSE, should be identified and planned before execution of this phase.

## Internal Communications

Each major element is responsible for establishing and maintaining required communications with its subordinate elements. The establishing authority will ensure that supporting commands, unique to the marshalling phase, are included in appropriate communications plans.

MAGTF internal communications must support the orderly marshalling of units, personnel, and equipment for air movement. Commercial and existing systems, augmented by minimum tactical circuits, provide the primary means of communications. Any tactical communications must be provided by units external to the deploying MAGTF. The NTF will rely on organic systems.

## External Communications

The establishing authority will ensure that joint communications facilities are available for marshalling forces. External communications for the MAGTF are provided by existing commercial and garrison (base) facilities or by units external to the deploying MAGTF. For example, the MAGTF establishes communications with AMC through the TALCE at the APODs and APOEs. Forces marshalling at airfields rely on MAGTF communications systems. The NTF uses existing communications systems.

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## Movement Phase

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MPF elements deploy their forces to the AAA by different modes; e.g., the MAGTF by air, the MPSRON by surface. The resultant communications requirements are satisfied by a variety of means. The movement phase is generally characterized by increased reliance on deployable, tactical systems as MPF C2 requirements shift to the AAA.

## Internal Communications

MPF elements must establish reliable communications with their subordinate elements. Requirements are normally satisfied with existing systems. The CMPF shall ensure that communications traffic is kept to a minimum because of limited available circuits. A combination of HN commercial telephones and single channel radios (provided by the supporting organization) establishes connectivity between APOEs, APODs, en route advanced bases or ISBs, and the AAOG. However, HN communications assets should be kept to a minimum to maintain OPSEC. Once the AAOG is established, MAGTF communications are established with the MEF operations center and the DACGs at APOEs to initiate in-transit visibility (ITV) and total asset visibility (TAV) of FIE personnel and equipment.

The TALCE provides communications for the AMC C2 system at the departure, arrival, and en route airfields. Designed to provide AMC positive control over AMC aircraft, this net offers a possible alternate means to pass emergency traffic. The SLRP is one of the first MPF elements to deploy. If alternate means of communications do not exist, the SLRP is supported by a MAGTF communications team that will have sufficient communications capability for communications with the MAGTF's main body. Once the NSE begins movement, its communications connectivity depends on aircraft communications assets while airborne, and base communications facilities during aircraft en route stops. The MPSRON uses existing communications systems or requests augmentation from a NEAT detachment.

## External Communications

The previously identified types of communications between MPF elements remain available. The establishing authority should ensure that communications within the AAA are integrated. MAGTF communications to the CMPF (and adjacent commands as required) are accomplished through home station facilities and communications systems activated in the AAA. Secure en route communications are required to ensure the commander has positive

C2 of the MAGTF throughout the movement phase. A limited MAGTF capability exists with the employment of portable satellite communications equipment at en route stops. The MPSRON relies on existing systems.

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## Arrival and Assembly Phase

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Arrival and assembly is the most crucial phase of the MPF operation. Because of scope, operational intensity and wide dispersion of units, the communications systems required to exercise C2 become increasingly complex. Effective communications must be established for efficient functioning of all elements.

## Internal Communications

Proper ID and coordination of internal communications requirements are key to successful arrival and assembly operations. Close staff liaison must be maintained from the outset of the execution-planning phase to ensure ID of all communications requirements.

MAGTF tactical communication systems are installed, operated, and maintained as personnel and equipment arrive in the AAA and MPE/S becomes available. Initial reliance is on single-channel radio. When multichannel radio and telephone systems are activated, single-channel radio systems become a secondary means of communication. Communications nodes for DMS traffic for MAGTF elements shift from home-based communications centers to tactical communications centers. The communications architecture must support the data transfer of accountability information; i.e., MDSS II throughput within the AAA. The means to do this are wireless modems or local area networks (LANs) and wide-area networks. MDSS II and associated ship and aircraft load plan files require robust communications architecture due to their size.

The MPSRON uses existing communications systems. Navy and Marine Corps units must bring interoperable hand-held radios to conduct shipboard operations.

### External Communications

Increased reliance is placed on deployable communications systems for DMS traffic and telephone service. Existing HN assets are used to the maximum extent possible with due consideration for OPSEC. The establishing authority should ensure that HN communications facilities (if available and capable of providing the desired service) are employed. A separate communications facility is required for classified message traffic. The establishing authority also keeps the combatant commander informed of communications capabilities.

The MAGTF's external communications are provided from secure voice, DMS traffic, GCCS (SIPRNET), e-mail (Non-Secure Internet Protocol Router Network [NIPRNET]), and data transfer. Essential external connections are provided from MAGTF assets. Dedicated and special purpose circuits may require the use of JS- or combatant commander-controlled communications assets. The MPSRON, NCW unit, and NEAT use existing communications systems. COMPSRON provides an alternate communications guard for the NSE or other MPF elements.

MAGTF SATCOM assets include AN/TSC-93B. SATCOM provides initial C4I connectivity and support to rapidly establish a forward-deployed MAGTF headquarters. The AN/TSC-93B is sourced from the communications battalion as required.

Figure 12-1 shows equipment needed for MAGTF SATCOM.

Item	Quantity
AN/TSC-93B	1
AS-3036 (8 ft) satellite antennae	1
M923 5-ton truck	1
SB-3614 switchboard (DSN)	4
MEP-003 (30 kW) generators	2
MEP-006 (60 kW) generator	1
M1042 HMMWV	2
M998 HMMWV	1
STU III telephones	14
Windows NT Server w/10 laptops	1
GCCS workstations	4

**Figure 12-1. Equipment Requirements.**

Figure 12-2 shows personnel needed for MAGTF SATCOM.

Rank	MOS	Billet
1 Lt	0602	Communications Officer
1 GySgt/SSgt	4066	SNCOIC/Data Systems Chief
1 Sgt	2821	Computer Technician
1 Sgt	2823	Technician Controller
1 Sgt	0627	AN/TSC-93B Team Leader
2 Cpl/LCpl	0627	AN/TSC-93B Team Member
1 Sgt	2834	GMF Controller
1 Sgt	0612	Wire Chief
1 Cpl	0612	Field Wireman
2 Cpl/LCpl	2542	Communications Center Operator
1 Cpl	1141	Generator Operator

**Figure 12-2. Personnel Requirements.**

### Reconstitution Phase

During intheater reconstitution, to the extent that OPSEC will allow, make use of commercial telephone systems (include mobile international maritime satellite systems with fax and e-mail/data transfer capabilities) and HN communications systems to release tactical communications assets for redeployment. If possible, maintain message center operations in the AOR until reconstitution and redeployment complete. The GCCS supports the orderly movement and tracking of equipment and supplies and should be used whenever possible. Plans should provide for secure communications among shore, sea, and airborne assets.



# CHAPTER 13

## LOGISTICS PLANNING

Logistics planning must be comprehensive, provide maximum flexibility, and address the multifaceted character of the operation, including the following:

- Marshalling and movement to POEs.
- Interrelated air and sea movements.
- Arrival and reception in the AAA.
- Preparing and distributing MPE/S.
- Supporting tactical operations.
- Reconstitution operations.

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### The Objective and the Planning Continuum

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While the MAGTF employment mission is not part of the overall MPF operation, the commander's CONOPS for that mission drives logistics planning. The objective of logistics planning is to anticipate requirements and incorporate them within and across the planning continuum as follows:

- CSS requirements based on the mission, CONOPS, troop lists and E/Ls, operational environment, and enemy capabilities.
- Time-phasing CSS capabilities into the AO.
- Task-organizing the CSSE.
- Developing the CSS concept of the broad functional areas of supply, maintenance, transportation, general engineering, health services, and services. See MCWP 4-11, *Tactical Level Logistics*.
- Sustainment based on the length of the operation.
- Offload planning.
- Integrate with existing logistics systems. To reduce deployment and unique support requirements, one goal in MPF logistics planning is to use existing logistics systems and infrastructure as much as possible.
- Maximize use of HN and inter-Service support.

Planning must focus on providing continuous support for the duration of the MPF operation, subsequent employment operations, and establishment of a logistics/sustainment pipeline through normal channels. Plans to support an MPF operation must be consistent with plans to support subsequent operations.

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### Using Existing Facilities

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Since constraints affect logistics planning, the logistics plan must use existing facilities to meet those requirements. How the MPF uses available facilities is key. The planner develops the concept of logistics support to maximize their use. Key factors for the use of those facilities follow.

#### Beaches

- Egress and transportation networks to inland destinations.
- Availability of staging areas near offload points.
- Availability of bulk fuel storage facilities.
- Suitable near-shore and offshore hydrographic conditions.
- Landing points and safe havens for lighterage.
- Availability of ammunition storage sites.

#### Ports

- Berthing to accommodate ships of the MPSRON; e.g., water depth, length, overhead clearance, and maneuver room.
- Port services; e.g., NAVAIDS, pilots, tug boats, oily water discharge or hotel services.
- Offload capability; e.g., pier space, staging areas, covered storage, pier width, capacity or MHE availability.

- Proximity to the arrival airfield, UAAs, and beach.
- MSRs availability.

### **Arrival Airfields**

- Runways and taxiways that can support AMC/CRAF aircraft.
- Providing sufficient capacity to support the arrival and assembly plan.
- Aircraft staging areas for maximum (aircraft) on ground sufficient for AMC/CRAF and MAGTF air operations.
- Instruments and NAVAIDS. An ATC capability with radar-assisted landings and takeoffs and effective radar surveillance and communications sufficient to achieve positive airspace control is desired.
- Availability of staging areas for temporary staging of airlifted elements (personnel and cargo).
- All-weather transportation networks linking the airfield with the beach/port UAAs and TAAs.
- Sufficient MHE and dunnage to offload transport aircraft.
- Airfield lighting to support 24-hour operations.

### **Tactical Airfields**

#### **Fuel Requirements**

Fuel requirements involve the type, quantity, and quality of POL the HN is willing to provide, and the compatibility of systems (HN to US aircraft/HN to TAFDSs). Maximum use of existing storage and transportation facilities is critical as the initial POL offload will saturate tactical systems. The number of TAFDS sites is based on the location of aircraft and the requirement for separate fueling areas. Installation space—with safety buffer zones—and room for expansion of systems must be considered in addition to interference with other airfield facilities. See MCWP 4-11.5, *Bulk Liquids*, and JP 4-03, *Joint Bulk Petroleum and Water Doctrine*.

#### **Class V(A) Issue, Loading, Arming/Dearming, and Storage**

Procedures must be established before tactical aircraft arrive. The Class V(A) ordnance storage area should be as close as possible to the aircraft loading area, but far away enough to comply with existing explosive safety regulations.

#### **Aircraft Maintenance and Supply Support**

MAGTF aircraft will initially receive organizational maintenance using support equipment off-loaded from the MPSRON and supplies from the fly-in support package (FISP) that accompanies the FIE. If the T-AVB is deployed, intermediate maintenance activity (IMA) mobile maintenance facilities can be configured into administrative or working modules during the transit to the AAA. If a portion of the IMA remains afloat, space for maintenance and supply facilities at the airfield may be reduced.

#### **ARFF**

Tactics, geography, dispersal of aircraft, availability of HN assets, bulk water source for operations, training, and readiness must be considered.

#### **Weather**

Weather services may be provided by the establishing authority, MAGTF commander, CMPF, AMC commander or the HN.

#### **ATC**

HN ATC facilities and available services may require augmentation. ATC should include a flight clearance capability to process flight plans and integration of the HN ATC facility with the Marine air control squadron. Requirements for engineer support will vary with airfields, and may include the following:

- Clearing obstructions from aircraft operating areas and apron overrun.
- TAFDS installation.
- Utilities (including an airfield power supply).

- Horizontal and vertical construction.
- Water production.
- Arresting gear installation.
- Heavy equipment and MHE.
- Installing an EAF.

### **Inratheater Transportation Network**

The intratheater transportation network encompasses roads, bridges, canals, pipelines, railroads, barges or aircraft. The MAGTF should not rely solely on the road network to conduct arrival and assembly operations. All aspects of the theater's transportation grid should be employed if they are usable and economical. Normally, the MAGTF can adequately transport itself approximately 50 miles from the beach and port facilities. If HNS cannot provide sufficient line haul capabilities past 50 miles, the MAGTF commander may consider requesting Army transportation assets to augment the CSSE's capabilities.

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### **Sequencing the FIE**

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The sequence and flow of airlifted and FF elements are key. They include selected supplies and equipment not prepositioned but required during the first 30 days of operations. There may be latitude to adjust the flow depending on logistics requirements. Sequencing the FIE should give the planner flexibility to deploy critical supplies or equipment to the AO.

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### **T-AVB**

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The T-AVB is an asset for deployment of a portion of the Marine aviation logistics squadron (MALS). Ships are configured to provide MALS services for FW and RW aircraft. T-AVBs provide dedicated sealift for movement of the tailored MALS (see app. N for T-AVB characteristics). The two T-AVBs (one on each coast) are under MSC ADCON in a five-day reduced operational status

(ROS-5); i.e., ready for transit to the SPOE not later than 5 days after direction to activate. MAGTF operations over 30 days should activate a T-AVB. The MALS would require approximately 160 additional strategic airlift sorties for movement to the AAA or objective area if the T-AVB is not employed. Use of the T-AVB requires the logistics planner to address the following:

- Timely T-AVB activation to allow sea trials and transit to the desired SPOE.
- Provisions for MALS shutdown, preparation for embarkation, and provisions of interim support for aircraft at home bases.
- Operating procedures for the MALS en route and within the objective area (must include the method for transporting materiel to and from the T-AVB).
- Capability to offload and establish the MALS intheater.

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### **HNS**

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Although logistics support is considered a national (Service) responsibility, participation in multinational, joint, and combined operations requires an examination of logistics support provided by HNs in view of transportation and other constraints. Greater use of HNS during training and exercises ensures developing support procedures that will help in the following:

- Request assistance from multinational, joint, and combined forces logistics agencies.
- Develop HNS facilities and plans.
- Reimburse the HN for any property or materiel damages.
- Better understanding of interoperability capabilities.
- Use HNS contractor support.

### **Standardization**

Standardization enhances the ability of forces to use HNS. Current editions of USN and USMC

directives provide standardization policy and establish procedures to review and implement international standardization agreements. HNS may be used to provide a service or function not available through Service channels. It may also be used to provide equipment that is unique to a country; e.g., hose couplings or railcar tie-down devices or provide support that is available via Service channels, but because of lift or other constraints, is not readily deployable.

### **HNS Developed by Service Teams**

The combatant commander represents the US in HNS negotiations, but may delegate authority to develop and negotiate HNS agreements through joint or Service teams; i.e., SLRP members. These teams represent the forces in need of HNS. HNS is usually developed by Service teams in the following sequence:

- ID of needs in a statement of requirements by the requesting agency; e.g., the HN, unified combatant commander or force.
- Statement of supportability by HN.
- Negotiation of support agreement.
- Finalization of HNS.

### **Advance LNOs**

Early in planning, requirements must be identified with special attention to those peculiar to the nature of the operation and the AO. *LNOs aware of total force requirements for HNS should conduct advance liaison and negotiation of support agreements with the HN representatives.*

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### **ISSAs**

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MAGTF commanders, through the judicious use of ISSAs, can reduce logistics personnel, materiel, and facilities needed to support the MAGTF without sacrificing the quality and responsiveness of logistics support. Such agreements should do the following:

- Eliminate duplication.
- Provide for expansion for peak loads.
- Respond to the operational and technical requirement of the major subordinate commands.
- Not impose an appreciable risk on combat forces by reducing operational mobility and effectiveness through over-consolidation.
- Provide for an appropriate liaison to meet the needs of support units.

*Specific functions that are especially amenable to the ISSAs include line haul; port operations; use of salvage assets; use and management of real estate; base development and general support engineering tasks; and food and water support.* Planning should be done before arranging maintenance and supply ISSAs. Specific guidance for ISSAs can be found in the 7000 series of USMC directives. Thorough planning is required when arranging maintenance and supply ISSAs.

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### **Acquisition Cross-Service Agreements and Implementing Agreements**

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Acquisition cross-Service agreements and implementing agreements are agreements with specific nations that allow for the exchange of goods and services (nonmunitions) among military forces. This allows some flexibility in logistics planning and diminishes delays in operational readiness due to logistics shortfalls if the HN can provide some logistics support.

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### **Contingency Contracting**

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Contingency contracting is the process of contracting for locally available supplies and services for immediate support of a deployed MAGTF. It fills needs not satisfied by MPE/S, the logistics civilian augmentation program, HNS or military sources. Short of a declaration of war or relief through statutory/regulatory waivers, normal contracting procedures (although complicated) must be followed. When

statutory relief is unattainable, the contracting officer/COR may pursue nonstatutory waivers where feasible. The SLRP contracting officer/COR should deploy with sufficient cash to initiate key HNS contracts.

## Supply

Supply planning, specifically for marshalling and movement, is similar to that for amphibious operations with the exception of providing rations, fuel, and repair parts at intermediate airfields for the airlifted and FF elements. Planning must ensure that materiel/material not prepositioned is included in the FIE; e.g., specialized ordnance or critical-low density/high demand (CLD/HD) equipment. The MAGTF commander and CMPF must prescribe loads for the FIE to support operations before offload of prepositioned stocks. Planning should consider inter-Service and HNS agreements, particularly for the SLRP, advance party, and AAOG. The MAGTF commander must prescribe stockage levels and distribution means (unit or supply point) in the AAA pending establishment of a permanent CSSA. The MAGTF commander may be responsible for providing logistics support to Navy elements ashore. See MCWP 4-11.7, *Supply Operations*.

Based on offload time lines and experience, commanders should anticipate that only minimal MPE/S will be available for initial distribution before O+6. Adequate supply distribution before O+6 can be enhanced by the use of capability sets and specified offload priorities. By O+6, the AAOG should enable throughput of sufficient Class III, IV, VIII, and IX to sustain arriving forces through O+10 to allow for support from the CSSA to begin. Therefore, commanders should plan for and deploy forces with appropriate quantities of supplies and equipment until O+6.

## Class I, Subsistence

MREs are prepositioned in sufficient quantity to feed the notional MPF MEB identified in the current MCBul 3501, *MPF MEB Force List*, and the accompanying NSE detachment for 30 days (1 day of supply [DOS] = 3 meals/1 ration). The intent is to feed at least one hot meal per day starting on O+21. Rations to support these "hots" must come from the follow-up shipping or HNS. Figure 13-1 may be used in accordance with the notional force arrival plan to develop the support needed to meet force closure and standup time lines:

Movement Group	Mobile Load/Palletized	Prescribed Load
SLRP	7 DOS MREs/Water	2 DOS MREs/2 canteens
Advance party	2 DOS/1 ROWPU	2 DOS/2 canteens
Main body	Water containers on unit equipment reports	2 DOS MREs/2 canteens

**Figure 13-1. Class I, Subsistence, Planning Factors.**

## Class II, Clothing, Individual Equipment, Tools, and Administrative Supplies

Commanders will deploy administrative supplies in the advance party to support operations through O+10. Unit publications and directives required for 30 days of operations will deploy with the main body as palletized or mobile loaded cargo. Each MPSRON has a publications library that provides sufficient administrative publications and TMs for use by the MCMC. Units should deploy their maintenance and supply publications. However, should the requirement arise, the publications aboard the MPS could be transferred to the MAGTF. Sufficient individual NBC PPE must be included in the FIE for the required capability to conduct an NBC defense. One NBC set per Marine is currently in the PO. Commanders will include

NBC detection devices/kits in the main body. The MEF is provided a list of SL-3 deficiencies for Class II items at the end of each ship's MMC.

### **Class III, POL**

There is a standardized core block of Class III (packaged POL) for aviation and ground items. This core block can be modified to meet mission requirements within funding and storage constraints. Sufficient aviation-packaged POL should be included in the main body and FF to support arriving aircraft buildup and servicing in the AAA. Aviation-packaged POL is prepositioned in sufficient quantities to support assigned AGSE from O+10 through O+30. The SLRP will deploy with 7 DOS of packaged POL to support its equipment as determined by the MEF Assistant Chief of Staff (AC/S), G-4. The advance party will deploy with 3 DOS to support its equipment.

### **Class IV, Construction Material**

Limited quantities of Class IV material are prepositioned for barrier, bunker, and shelter construction. Prepositioned core block stocks will be retained by the CSSE in the CSSA and issued on an as-required basis.

### **Class V, Ammunition**

Commanders will provide prescribed loads for TO&E weapons being deployed with personnel on the OPP, SLRP, advance party, and main body. Prescribed loads will be established in the deployment order and issued before moving to the APOE.

### **Class VI, Personal Demand Items**

No personal support items are included in prepositioned stocks. Personnel should include personal supplies in their packs for 10 days. A resupply block of items such as soap, toothpaste, deodorant, shaving cream, toothbrushes, towels, razor blades, sewing kits or lip balm will deploy in the

follow-up shipping for distribution by the CSSE. Sustainment should be planned for and initiated upon deployment.

### **Class VII, Major End Items**

Only those PEIs authorized by the MEF and identified on the unit equipment reports will be deployed in the FIE. When using unit responsibility items and/or supply support responsibility items are not attained, the MEF G-3 MPF cell and/or the MEF G-4 will request sourcing from COMMARFORPAC/LANT before deployment. The CSSE is responsible for deploying all such shortfalls sourced by COMMARFORPAC/LANT. The MEF G-3 MPF cell and/or the MEF G-4 will provide a list of shortfall items not attained by the MAGTF CE. The MEF is provided a list of SL-3 deficiencies for Class VII items at the end of each ship's MMC.

### **Class VIII, Medical Materials**

The AMAL and ADAL consist of equipment and/or consumable supplies required by the deploying force. AMALs and ADALs are prepositioned to support 15 days of combat operations. The CSSE is responsible for deploying short shelf life items, controlled medicines, and precious metals for the prepositioned AMALs and ADALs. Initial acute care capabilities and surgical capabilities are prepositioned for easy access on each ship to provide rapid emergency medical capabilities during the initial stages of the off-load. Commanders will deploy unit sick call chests and one individual surgical instrument and supply set (Unit-One) per corpsman.

With respect to NBC medicine, 15 DOS of nerve agent antidote injectors are prepositioned in AMALs. The requirement for antidotes and pre-treatments to address a specific theater threat must be included in the FIE. Examples could include ciprofloxacin for biological warfare agents, pyrodystigmine bromide for nerve agent

pre-treatment, and topical skin protectant (TSP) to protect exposed skin from blister agents. Planning for FIE NBC medicine is a joint responsibility of medical and NBC staff officers, as guided by the supported combatant commander's deployment requirements. The CSSE medical detachment is responsible for acquiring, embarking, distributing, and tracking antidotes.

### **Class IX, Repair Parts**

All three MPSRONs have a standardized set of Class IX parts referred to as the Class IX core block that include a standard battery block. MSEs authorized CLD/HD repair parts will include them in their FIE, as there are none in the core block. Commanders will approve specific CLD/HD items for deployment. Eight DOS of batteries should be embarked for equipment deploying with the SLRP, 4 DOS for MSE advance parties, and 1 DOS for MSE main body equipment.

### **Class X, Materials for Nonmilitary Programs**

Class X supplies are not prepositioned aboard MPS; they are embarked in the FIE or provided from alternative sources.

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## **Maintenance**

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Maintenance planning for marshalling and movement focuses on efforts to ensure that equipment programmed in the FIE is serviceable. Special attention is necessary for FIE AGSE and FISP since combined they must be fully capable of supporting ACE arrival and assembly operations until ships are offloaded. Planning must also include maintenance of FF aircraft at intermediate airfields. Maintenance planning for arrival and assembly focuses on de-preservation and preparation of equipment for issue. First priority must be placed on equipment for deployment support elements; then it shifts to equipment for subsequent operations. Personnel must segregate damaged equipment in addition to equipment that requires urgent modification or cor-

rective maintenance. Repairs are made only as the de-preservation workload permits.

The MAGTF commander must develop maintenance capabilities at the beach/port and arrival airfields. Maintenance skills must match the equipment that is scheduled to arrive at those locations. Planners must consider facilities and shelters for maintenance during inclement or extreme weather conditions and for unique aircraft support requirements that can include reassembly of helicopters.

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## **Transportation**

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The marshalling and movement phases of an MPF operation are transportation-intensive. Planners must designate marshalling areas; identify transportation requirements; establish control agencies; designate staging and inspection areas; and establish procedures for C3 and coordination. The movement plan for MPF operations is considerably more complex than that for amphibious operations. At a minimum, it must address airlift of the FIE, FISP, FF, sea movement of the MPSRON, and C2 of the movement, including coordination and monitoring of departures from all POEs and arrivals at all PODs. Transportation efforts during the arrival and assembly phase will focus on support of the offload. Plans for movement of personnel and equipment from the arrival airfield to UAAs must be detailed and address the use of MHE and landing support assets. The MAGTF commander will establish MCCs and procedures to efficiently manage this effort.

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## **General Engineering**

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For marshalling and movement, engineers may have to construct additional facilities at marshalling and staging areas or improve facilities or roads to accommodate increased use. The *primary concern* is in the AAA. Engineer tasks will

focus on improving beach, port, and airfield facilities including refrigeration container hookups and providing MEP to enhance throughput capabilities. Construction of fuel, ammunition, and water storage facilities, and road maintenance/improvements occur simultaneously. Control of engineer assets should be centralized throughout the arrival and assembly phase. An MPF MEB will most likely have an NMCB or SEABEE battalion attached. Joint engineer assets may also be available. See JP 4-04, *Joint Doctrine for Civil Engineering Support*.

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## Health Services

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For the marshalling and movement phases, MPF elements will rely primarily on organic capabilities and use local facilities as necessary. During the arrival and assembly phase, plans should emphasize the use of HN or other Service capabilities as much as possible. Health services such as the FH require combatant commander and Service coordination and reserve activation. The MAGTF will coordinate with the establishing authority and adjacent commands for aeromedical evacuations. For more information see MCWP 4-11.1, *Health Service Support Operations*; Navy Tactics, Techniques, and Procedures (NTTP) 4-02.2, *Patient Movement*; JP 4-02, *Doctrine for Health Service Support in Joint Operations*; and JP 4-02.2, *JTTP for Patient Movement in Joint Operations*.

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## Services

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Water, electric power, law enforcement, and traffic control are the primary concerns during marshalling and movement. Planning for arrival and assembly will focus on AIS support, utilities support, civil affairs, contracting, and disbursing services. Civil affairs personnel will provide the interface with the HN. Disbursing must be prepared to pay for functional area services and HNS. See MCWP 4-11.8, *Services in an Expeditionary Environment*.

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## Washdown and Agricultural Inspection

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Commanders must plan for the washdown of equipment with the agricultural inspection. This entails a substantial amount of prior planning and coordination; e.g., 250,000 gallons of fresh water are required to clean the equipment and containers for an MPF MEU slice. Equipment and supplies for washdown must be administratively retrograded to the port area. Early liaison with regional agricultural inspectors will provide specific inspection criteria for all MPE/S to be backloaded aboard the MPS or returned to CONUS. For MPF exercises, the MAGTF G-4/S-4 coordinates the washdown while the CSSE (augmented by other MSEs) is normally tasked with execution.

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## PP&P

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For exercises, the officer conducting the exercise plans the embarkation of sufficient PP&P-trained personnel and materials to represerve all equipment. For reconstitution, the PP&P function would be task-organized into the SPMAGTF/CSSD.

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## Trash and HAZMAT

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Generally, disposing trash, human waste, and HAZMAT are functions that can be contracted using sources within the exercise area. Normally, these arrangements are made during the exercise planning conferences. Specific attention must be given to disposing medical waste, POL, and lithium batteries.

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## Commercial Line Haul Support

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Substantial line haul support is required, especially when UAAs and TAAs are more than 50 miles from beach and port areas. Consideration should be given to this area during planning conferences. HNS, ISSAs, and contracting for transportation reduces the amount of lift required to support exercises.

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## Equipment Issue and Return

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The AAOG coordinates with the OPP Marine representative (assistant OIC); MARCORLOGCOM (BICmd) TAAT OIC or COR; and the LFSP to determine and track MPE/S offloaded. Frequently, and especially during exercises, MPE/S are offloaded that were not previously planned to be offloaded because of vehicle breakdowns and blockages of critical offload paths. MDSS II will be the primary AIS used to coordinate throughput and accountability for offloaded MPE/S.

### Issue Procedures

Procedures can vary depending on the type of offload (pier side or instream) and other variables. Generally, responsibility for accountability transfers from the MCMC to a MEF/MAGTF representative; e.g., the MOLT as MPE/S are offloaded through a consolidated asset list generated by the MCMC. Accountability transfers from the MOLT to the major subordinate command or MSEs at the various UAAs as MPE/S are delivered. Scan data reports are used for interim receipts until a CMR is generated. At a point designated by the AAOG commander, a JLTI will be performed by the receiving unit and MCMC before responsibility of the MPE/S is passed to the using unit.

### “Frustrated” MPE/S

Those MPE/S that cannot be properly identified because of missing logistics applications of automated marking and reading symbols (LOGMARS) labels or ID plates will be kept and accounted for by the LFSP in a “frustrated lot” until it is determined where those items are to be sent. Using MDSS II, the AAOG will reconfirm the MPE/S assignment and coordinate distribution with the LFSP and AAOEs. The AAOG will serve as distribution authority for all “frustrated” MPE/S.

### Excess MPE/S Lots

Excess lots are areas designated by the LFSP to hold MPE/S not required by the MAGTF but were offloaded because they blocked critical paths, were offloaded in error or were deemed unneeded by the MAGTF commander because of changing requirements. The AAOG will direct MPE/S to excess MPE/S lots. Excess MPE/S lots can be established at sites determined by the LFSP. Accountability and security of MPE/S at excess MPE/S lots will initially be with the LFSP. As the MPF operation continues, requests for MPE/S held in the excess lot will be submitted from the AAOE to the AAOG. Only the AAOG acting for the MAGTF commander can authorize removing MPE/S from the excess lot. During exercises, MPE/S in excess lots will normally remain in place until prepared and staged for backload.

### Return Procedures

During *an exercise*, the return of MPE/S will be coordinated between the TAAT OIC, MAGTF commander, MCMC, and the *exercising unit*. (As stated in ch. 8, for a *real-world* reconstitution operation, an *SPMAGTF/CSSD* will be the interface between the using unit and the TAAT.)

A JLTI will be conducted between the MCMC and exercising unit on all offloaded equipment. Upon completing the JLTI, the unit will use the original packing material and dunnage to the maximum extent possible to represerve equipment. When an item of equipment requiring repair is returned to the MPS, the condition of the equipment and the required repairs will be annotated on the JLTI form. Units, *whether during an exercise or operation*, will turn over all equipment repair orders, equipment repair order shopping lists, and other documents relating to maintenance performed. The MCMC will sign the consolidated asset list indicating receipt of

equipment and update the applicable maintenance AIS for MARCORLOGCOM (BICmd). Repair costs to equipment and replacing supplies will be drawn against a previously prepared Navy Comptroller Form 2275, *Order for Work and Services*, for the estimated cost of supplies and maintenance as designated by BICmd.

All equipment will be represerved before backload. Equipment will be returned in the same state as it was issued or as directed by a reconstitution LOI. This involves cleaning, reapplying protective materials and dunnage, and recreating all collateral/ancillary materiel originally stored in crates. Equipment will be cleaned, taking special care to remove all mud and dirt from engine compartments, undercarriages, and suspension. PP&P supplies are the responsibility of the exercising unit. The exercising unit must include personnel experienced in PP&P operations.

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### Medical Credentials

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Before deployment, the MAGTF Surgeon and one other medical officer holding operational medicine privileges will perform a credentials review of all medical officers assigned to the MAGTF, in accordance with Bureau of Medicine and Surgery Instruction (BUMEDINST) 6320.66D, *Credentials Review and Privileging Program*.

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### Responsibilities of Higher Authority

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The JCS provides broad logistics guidance to the Services and unified commands. A designated combatant commander coordinates basic logistics functions within an AOR and may establish logistics policies relative to cross servicing, cross leveling, and common item support in their OPLANs and CONPLANs. These policies specify the supporting component, type of support, and the expected time the support is to be pro-

vided; e.g., an Army Service component may provide line haul transportation on C+45; an Air Force Service component may provide bulk JP-5 on C+60.

Service components provide logistics support to their subordinates. Fleet commanders establish logistics support through TYCOMs, who ensure that forces are trained and equipped to conduct MPF operations. TYCOMs also support deploying forces directly or through procedures arranged with home stations. See JP 4-0, *Doctrine for Logistics Support of Joint Operations*; JP 4-07, *JTTP for Common User Logistics During Joint Operations*; and JP 4-08, *Joint Doctrine for Logistic Support of Multinational Operations*.

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### MAGTF Commander Responsibilities

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The MAGTF commander is the focal point for deliberate logistics planning designed to support MPF operations. Responsibilities follow:

- Determine, in coordination with the CMPF, the FIE composition including specifications of prescribed loads for air movement.
- Develop the deployment plan; arrival and assembly plan; and the supporting logistics plans.
- Make decisions for redistributing assigned MPE/S based on the employment mission.
- Coordinate with higher headquarters for the use of externally controlled logistics assets.
- Recommend the withdrawal of prepositioned war reserve material (PWRM).

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### CMPF Responsibilities

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- Coordinate logistics activities among the Navy MPF elements and prioritize and allocate logistics resources.
- Review logistics plans for subordinate elements to ensure an integrated plan.

- Coordinate with higher headquarters for the use of externally controlled logistics assets.

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### COMPSRON Responsibilities

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The COMPSRON plans logistics support for movement of the MPSRON and for support of embarked personnel.

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### MPS Billeting Responsibilities

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MPS billeting for MAGTF and NSE personnel assigned to the OPP and debarkation teams is coordinated between the MAGTF and USN planners contributing forces.

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### MPF MAGTF CSSA Siting

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Once the ship discharge method is determined, the next task is to survey and select the CSSA site. Desirable distances between beach, port, airfield, assembly areas, and objective area are normally less than 50 miles. This shortens LOCs and reduces the MAGTF's local area security requirements.

The CSSE needs access to a hard-surface road network and sufficient flat, firm ground for containers, ammunition, and bulk liquid storage dumps.

Working space requirements for each functional area detachment of a MEB-sized CSSE follow (total of 1,800 acres/7.3 square kilometers (km<sup>2</sup>) overall):

- General storage: 30 acres/.13 km<sup>2</sup>; ammunition storage: 1,000 acres/4.05 km<sup>2</sup>.
- Health services: 33 acres/.14 km<sup>2</sup>.
- Maintenance administration: 25 acres/.11 km<sup>2</sup>.
- Bulk fuel: 100 acres/.41 km<sup>2</sup>.
- Bulk water: 25 acres/.11 km<sup>2</sup>.
- Ingress/egress routes, landing zones, dispersion areas and associated safety zones: 600 acres/2.43 km<sup>2</sup>.

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## Aviation Support and Maintenance

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### Prepositioned

Aviation support equipment and AGSE prepositioned aboard each MPSRON provides tailored organizational-level common support equipment (CSE) and peculiar support equipment (PSE) for the ACE. The FIE and FF will include aviation support and AGSE supplies required for initial aircraft servicing operations; i.e., debarkation, recovery, staging, reassembly, and servicing required for initial buildup and support. An FF supply support package will be provided by the parent Marine aircraft group (MAG) for the respective type/model/series (T/M/S) aircraft to support deployment and arrival in the AAA. A 30-day FISP of spare and repair parts will be deployed by the ACE in the main body to provide support to the organizational maintenance activity through D1+D30. The MALS will deploy via T-AVB or by AMC strategic airlift to arrive in the AAA on D+30. A daily aviation logistic support flight from a USN supply entry point or CONUS depot will be established.

Each MPS contains tailored organizational-level CSE, PSE, and minimal intermediate-level CSE to support each ACE's preassigned mix of T/M/S aircraft. When deployed, each ACE can provide tactical air support for an MPF MEB. Each MAGTF will be able to independently deploy or if the situation dictates, join up and be composited to form a larger AF.

### FF

ACE FW aircraft will be flight-ferried directly to the theater of operations supported by Marine organic or AMC aerial tankers aircraft. The remainder of the RW aircraft/FIE will be flown into the theater of operations via Marine organic or AMC/CRAF cargo/passenger aircraft and will include the following:

- ACE squadron personnel; e.g., maintenance and support crews.

- A representative T/M/S FISP contained in mobile facilities.
- Organizational-level individual material readiness list (IMRL) items; e.g., noncustody coded items.
- Minimal custody-coded intermediate-level IMRL items (AGSE) required for initial aircraft servicing operations; e.g., tow tractors, MEP carts or hydraulic servicing carts.

### Upon Arrival and Offload of MPS

Each tactical aircraft squadron assigned to the ACE will link-up with and take custody of the remainder of the CSE/PSE required to operate and maintain their respective T/M/S aircraft. Each MPSRON contains a tailored IMRL for each T/M/S aircraft assigned for an MPF MEB ACE, which is comprised of IMRL custody-coded items P, L, and M. When the IMRL loaded aboard MPS is linked-up with the aviation support and AGSE transported into the theater of operations via the FIE, it comprises all CSE/PSE required to operate each T/M/S aircraft during the first 30 days of combat. Normally, 30 percent of this equipment is prepositioned due to funding constraints.

### Maintenance Facilities

Each MPSRON also includes minimal FW and RW mobile maintenance facilities and associated equipment. This facility equipment or intermediate-level CSE supports intermediate-level maintenance functions common to FW and RW aircraft; e.g., tire/wheel build-up, battery maintenance or cryogenics.

The facility equipment loaded aboard MPS is operated by designated advance party MALS personnel and is designed to support ACE aircraft

until the host MALS arrives via a T-AVB. Each host MALS will deploy with tailored intermediate-level CSE common contingency support package and IMRL custody-coded E PSE items peculiar contingency support package required by each T/M/S aircraft the MALS is designated to support. After the host MALS is established intheater, each MEB ACE will be capable of sustained combat operations.

### EAF Equipment

EAF equipment is included in each MPSRON to support FW and RW aircraft. The concept of employment is to load EAF equipment on one of the nonflag ships in each MPSRON, giving each MPSRON a core capability of airfield lighting, expeditionary arresting gear, and airfield landing matting. EAF assets give the ACE commander a 4,000-ft EAF runway; parking for 75 to 105 combat aircraft; airfield lighting; arresting gear; and optical landing systems. EAF equipment aboard a MPS is installed, operated, and maintained by designated Marine wing support squadron (MWSS) personnel. MWSS is configured to support ACE aircraft until the host MALS arrives. Establishing the host MALS intheater gives the ACE a sustained EAF capability.

### Fully Operational Ready Status

Subsequent to attaining a fully operational ready status, FW and RW sortie rates will be based on aircraft mission capability in accordance with the weapons system planning document. During the period between aircraft arrival in the AAA and attainment of fully operational ready status, sortie rates should be minimized to conserve FISP assets.

# CHAPTER 14

## AIS SUPPORT

### MAGTF II/LOGAIS Relationship

AIS support in MPF operations is provided by the MAGTF II/logistics automated information system (LOGAIS) family of systems, GCCS, and the JOPES. These mutually supporting AIS (see fig. 14-1) assist in the following:

- Deliberate planning.
- CAP.
- Time-sensitive planning and deployment, employment, and redeployment of a MAGTF in independent, joint, and multinational operations.
- The MAGTF Data Library (MDL), which serves as source data for the systems.

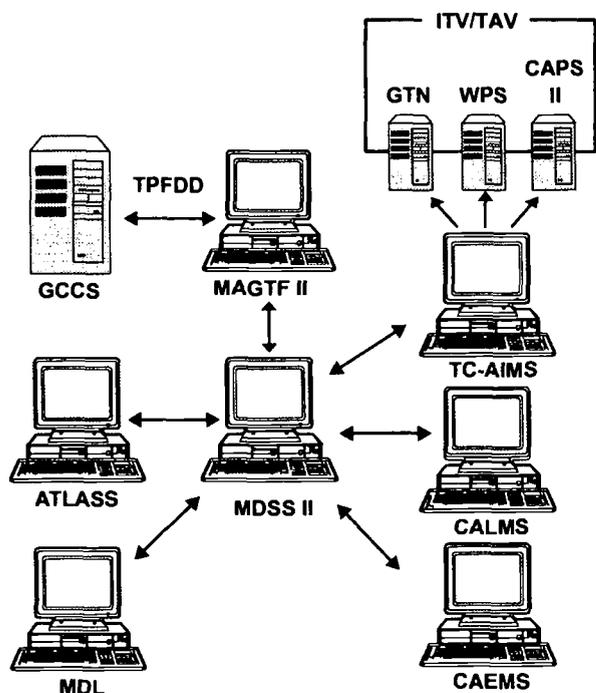


Figure 14-1. MAGTF II/LOGAIS Relationships.

Each MAGTF II/LOGAIS system shares a common MDSS II database or plan, yet performs separate and complementary functions. This allows concurrent planning through the various stages of plan creation, sourcing, assignment to embarkation/transportation assets, and TPFDD development without exporting data from one system to another (see figs. 14-2 and 14-3).

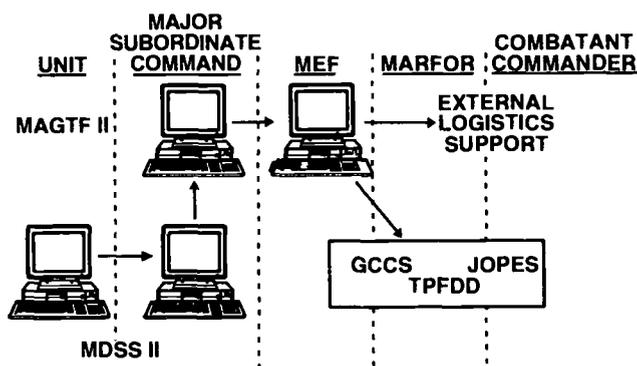


Figure 14-2. MAGTF and MDSS II Planning.

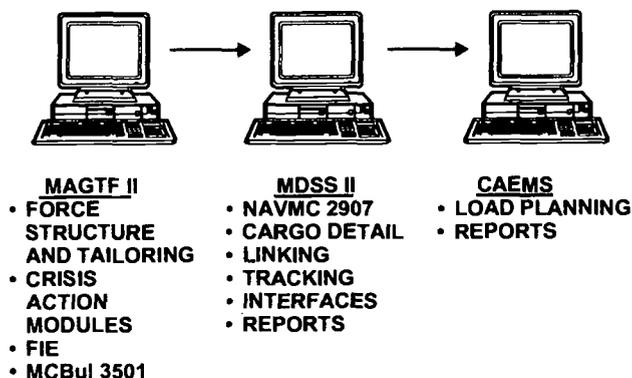


Figure 14-3. MPF AIS Functions.

### MAGTF II

MAGTF II is used to create CONPLANs and OPLANs, and is the Marine Corps' TPFDD interface with the JOPES. Used primarily in the planning and marshalling phases, MAGTF II provides the information and functionality to do the following:

- Forecast lift and sustainability requirements.
- Provide deployment requirements to MDSS II for detailed sourcing and refinement at battalion, squadron or separate company levels.
- Rapidly develop and refine TPFDD information to meet CAP based on unified commander and Service-mandated deadlines.
- Compare and select alternative force structures.
- Allow the rapid sharing of detailed deployment information among planners, operators, and logisticians.

*Note: The joint force requirements generator II, as part of the upcoming upgrade of JOPES, will replace MAGTF II.*

### MDSS II

MDSS II is the unit level (battalion/squadron/separate company) deployment planning and execution system that provides MAGTF MSEs with a single source automated deployment database (see figs. 14-4 and 14-5).

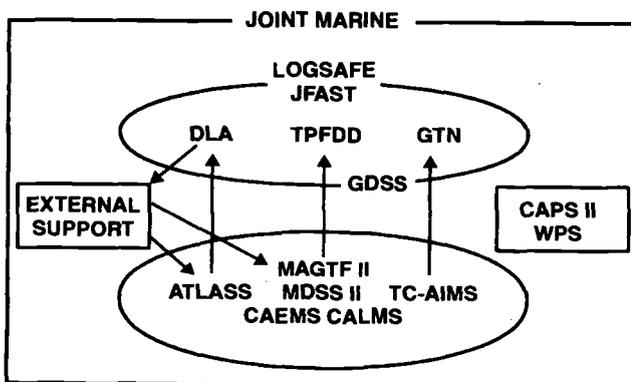


Figure 14-4. Deployment Systems Overview.

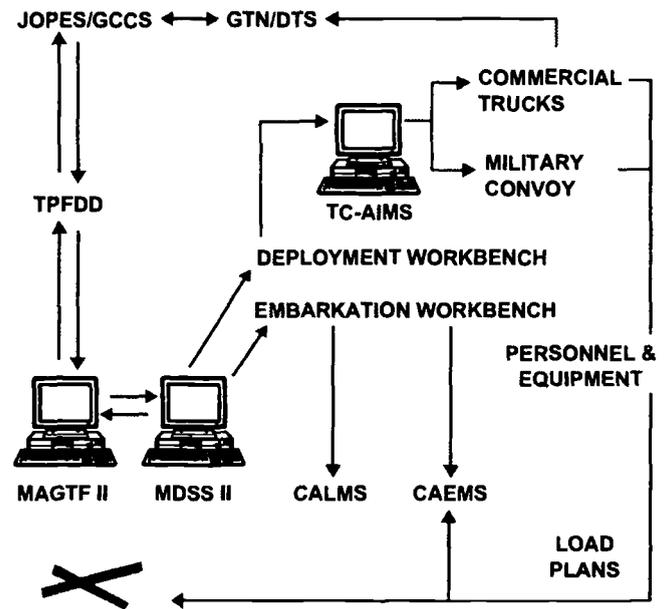


Figure 14-5. Deployment Support.

MDSS II provides commanders with the ability to respond to operations planners' requests for detailed plan data for import into MAGTF II. Used during all phases of an MPF operation, MDSS II provides the information and functionality to do the following:

- Source and tailor plan-specific force structures composed of FIE and other personnel, equipment, and supplies for multiple OPLANs.
- Monitor embarkation readiness status.
- Provide movement and embarkation planning data at Level IV detail (National Stock Number and item serial number level).
- Assign MPE/S to specific units.
- Develop and tailor future operations equipment databases for MPF and amphibious shipping.
- Use the LOGMARS bar code labelling and scanning functions to do the following:
  - Create labels.
  - Rapidly associate containers/vehicles and their contents.

- Update cargo and equipment location and date/time of arrival information in the MDSS II database by downloading data from the LOGMARS data collection devices or by wireless modem transmission.
- Track containers and equipment from STS during an MPF offload with near real time updates.
- Provide unit-level movement requirements information for TC-AIMS to determine and assign transportation from origin to POE and from POD to destination.
- Provide unit level embarkation data to the CAEMS and computer-aided load manifesting system (CALMS) to prepare ship and aircraft load plans.
- Provide standard and ad hoc reports to respond to information requests.
- Provide equipment density lists to the supported activities supply systems management unit to develop Class IX and secondary repairable requirements for using units.

*Note: MDSS II functionality will be replaced by the joint system, TC-AIMS II.*

## CAEMS

CAEMS is the legacy system used by unit level embarkation personnel to develop load plans for amphibious and MSC shipping and produce supporting documentation. CAEMS is used primarily during the planning and loading for the reconstitution of MPSs and the MMC.

CAEMS provides the information and functionality to do the following:

- Produce dangerous cargo manifests.
- Conduct TSS calculations.
- Produce as-loaded deck diagrams when loading is completed.

*Note: ICODES, part of the joint migration system, will replace CAEMS.*

## TC-AIMS

LMCCs and motor transportation coordinators use TC-AIMS to manage transportation assets to deploy, employ, and redeploy operational forces. Used primarily during the movement phase, TC-AIMS provides the information and functionality to do the following:

- Manage requests, tasking, and dispatching associated with daily transportation operations at all levels of command.
- Plan, coordinate, and manage transportation assets from origin to POEs and PODs to destinations.
- Provide the source data that feeds USTRANSCOM and the Defense Transportation System to facilitate ITV.

*Note: TC-AIMS II, a joint deployment planning system, will replace TC-AIMS functionality.*

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## Supporting Systems

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### MAGTF II/LOGAIS

#### MDL

The MDL serves data distribution and data quality control functions. This CD-read only memory (ROM) transmitted data set updates the permanent technical data files within MAGTF II/LOGAIS. MAGTF II/LOGAIS users can submit requests to change or correct this data through a data trouble report that is passed via the logistics chain to the contractor tasked with maintaining the MDL.

#### CALMS

CALMS provides an automated tool to produce aircraft load plans. Selected data elements from MDSS II provide information for load planning and lift estimation.

*Note: CALMS is slated to be replaced by the Automated Aircraft Load Planning System as part of the joint migration system.*

## TAMMIS

TAMMIS is the current stand-alone US Army Class VIII automated medical logistics system. Software modules include set assemblage management, biomedical repair equipment maintenance, and a resupply and inventory control module.

## ROLMS

This personal computer-based system performs all ammunition logistics management and reporting functions as follows:

- Inventory.
- Requisitioning.
- Issues.
- Expenditures.
- Receipts.
- Asset maintenance.
- Notice of ammunition reclassification processing.
- Transaction reporting.

ROLMS extracts provide required source data for use in MDSS II. It is the sole source for reporting inventory data to the Marine Corps (Class V[W]) and the Navy (Class V[A]) inventory control points.

## WRS

The WRS is a mainframe system that computes sustainment and war reserve requirements for deliberate planning, CAP, and execution in support of various regional contingencies that require MARFORs. During deliberate planning, sourced requirements from the system flow into MAGTF II systems with the ultimate result of updating TPFDDs for various contingencies. In CONOPS, materiel release transactions generated within the WRS

can pass into retail and wholesale inventory systems to initiate the withdrawal and delivery of equipment/materiel to the MARFOR in the operational area. The objective of the Marine Corps war reserve program ensures that acceptable levels of materiel are available to support the MARFOR during crisis or combat operations. The WRS exchanges data with the other Services' and DLA's inventory systems.

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## JOPES

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### GCCS

The GCCS is the joint standard C2 system that forms the communications and computer architecture support for the JOPES.

### TPFDD

The TPFDD registers all strategic (intratheater) sea and air movement requirements for deployment. The TPFDD, resident in GCCS, is an automated support tool for JOPES.

### Joint Flow and Analysis System for Transportation

Joint flow and analysis system for transportation (JFAST) is an analytical tool that estimates the time and resources needed to transport military forces. It analyzes transportation requirements from point of origin to the POD.

### Logistics Sustainment Analysis and Feasibility Estimator

A logistics sustainment analysis and feasibility estimator (LOGSAFE) aids the planner by assessing the sustainment feasibility of a proposed OPLAN.

### **Global Transportation Network**

The global transportation network (GTN) is an automated transportation management system to develop and maintain ITV and TAV.

### **Consolidated Aerial Ports System II**

Consolidated aerial ports system II (CAPS II) provides an automated tool for AMC aerial ports to process cargo and passenger movements.

### **Global Decision Support System**

A global decision support system (GDSS) is an AMC system that schedules, tracks, and controls all air movements.

### **Worldwide Port System**

A worldwide port system (WPS) supports the management, tracking, and documentation of US cargo moving via ocean transportation terminals.



# CHAPTER 15

## TRANSFORMATION

Expeditionary Maneuver Warfare (EMW) is the Marine Corps' capstone concept for the early 21st century. Transformation within EMW calls for a more flexible approach to operations and logistics to support rapid decisionmaking and execution with a seabased MAGTF. The MAGTF will enhance its forcible entry capability and enable sustained land campaigns by exploiting the tenets of EMW and by advancements in technology and logistics modernization. Emerging seabasing concepts will enable forward deterrence and assure access from the sea without depending on static land bases, ports or airfields in a JOA.

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### Operational Maneuver from the Sea

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The underlying operational concept for all MAGTF operations is operational maneuver from the sea (OMFMS). OMFMS applies the principles of maneuver warfare to naval forces at the operational level. The MAGTF, as part of the naval expeditionary force in an operation or joint campaign, takes advantage of the sea as maneuver space. OMFMS may be realized as a shaping operation in a larger campaign to introduce a larger force, conduct sustained operations ashore or support any variety of MOUTW.

As part of OMFMS, ship-to-objective maneuver (STOM) combines STS movement with subsequent operations ashore into a single, decisive maneuver that occurs directly from the ship to the objective. Sustainment comes directly from a sea base to the force without a build-up of supplies or double handling on the beach. STOM maximizes capabilities of the expeditionary fighting vehicle (EFV) and the MV-22 tiltrotor aircraft (when fully fielded) to support surface attack and vertical assault, critical resupply, and MAGTF sustainment.

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### Seabasing

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Future seabasing envisions a transformation from a current limited scope and duration capability to one where only those MAGTF elements essential to mission accomplishment will be brought ashore. Most fire support, aviation, aviation support, C2, and logistics functions would remain seabased throughout the operation. This translates into an increased operational tempo, reduced infrastructure ashore, and requirements for rear area security that facilitate rapid reembarkation, reconstitution, and redeployment.

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### Pillars of MPF (Future)

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Evolving improvements in ship design and exploitation of emerging materials-handling technologies will permit the MPF (future) (MPF[F]) to reinforce an AF and serve as a sustainment pipeline for a MAGTF committed ashore. Reconstitution and redeployment allow for intheater, *at-sea* reconstitution and redeployment to expedite immediate employment in follow-on missions. These improvements combine to support the pillars of MPF(F) intertwined with the related pillars of seabasing (see fig. 15-1):

MPF(F)	Seabasing
Force closure	Phased at-sea arrival and assembly
AF interoperability	Selective offload; integrated power projection
Sustainment	Selective offload; persistence, sustainment--seabased conduit for operations and logistics
Reconstitution and redeployment	Reconstitution and redeployment

**Figure 15-1. Concept Pillars.**

## Force Closure

Force closure will provide for the phased at-sea arrival and assembly of the seabased echelon of an MPF(F) MEB, negating the requirement for secure ports and airfields. Marines will deploy via a combination of inter- and intratheater surface transport and strategic, theater, and tactical airlift—including the MV-22—to rendezvous with the MPS en route to objective areas. Platform design will include unit billeting and easy access to equipment to enable Marines to make their equipment combat-ready and conduct inspection, maintenance, and reconfiguration of tactical loads. The desired end state is the MPF(F) MAGTF will be prepared for operations when it arrives in the objective area.

## AF Interoperability

Reinforcing the AF's assault echelon through selective offloading will allow the MPF(F) to participate in amphibious operations. This increased versatility enhances the AF's striking power.

AF ships provide forward presence, forcible entry capable operating platforms for landing craft and aircraft, C2 systems, troop berthing, staff accommodations, weapons suites, and damage control. This capability increases air and surface lift capacity for movement ashore, enhances logistic support, and allows for MAGTF recovery and redeployment.

MPS(F) will be multipurpose platforms (operational- and logistics support-capable) optimized for storage, transport, and selective offload of up to an MPF(F) MEB's personnel, weapons systems, and cargo. MPS(F) will also provide facilities for tactical employment of assault support aircraft, surface assault craft, EFV, and the ships' organic surface craft. Ships' communications systems will be compatible with the AF's tactical C2 architecture to access advanced capabilities and shared situational awareness that will be available in the future.

## Sustainment

MPF(F) can serve as a conduit for logistics support and sustainment. It must be able to receive, store, maintain, manage, and deploy equipment and supplies to sustain the MPF(F) MAGTF's employment operation. Supplies will flow from the source through the naval logistics system to the Marine and Navy units afloat or ashore via the seabase. As a larger seabased logistic effort, MPS(F) could combine with future aviation logistics support or hospital ships, and offshore petroleum distribution systems that could integrate operations with joint intheater logistic agencies for eventual transition to a shorebased system.

## Reconstitution and Redeployment

Without the need to replenish at advanced bases or ISBs, MPF(F) will be able to conduct in-theater reconstitution and redeployment. This MPF(F) rapid reconstitution capability will allow for immediate employment in follow-on missions. Key components of MPF(F) operations to enable the full range of MPF(F) options will be fast deployment, reinforcement, and sustained seabasing. However, a JTF may need to take advantage of only one or two of these components depending on the mission. Regardless, the MPF(F) will have the flexibility to reconstitute forces specifically tailored for each mission.

The fast-deployment component allows for the deployment of combat-essential equipment for an MPF(F) MEB or smaller MAGTF, along with appropriate, selectively offloadable sustainment. The reinforcement component will provide for equipment and appropriate sustainment for a MEB already employed in an operation. The sustained seabasing component will furnish a full range of logistic support and the conduit to advanced bases or ISBs; the MPF(F) will provide indefinite sustainment for the MAGTF.

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## **Logistics Modernization**

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Logistics modernization envisions the Marine Corps accessing a worldwide infrastructure of distribution systems to support expeditionary operations. A transformation to integrating naval expeditionary logistics capabilities with joint

information and logistics systems will provide TAV and a relevant common operational picture, linking the operator and logistician across Service and support agencies. Logistics modernization seeks to develop a partnership between the Marine Corps and commodity suppliers to literally connect the sustainment pipeline from the source to a MAGTF ashore via a seabase platform.



# APPENDIX A

## MPF OPERATION INITIATING DIRECTIVE (SAMPLE)

FROM: SUPPORTED COMBATANT COMMANDER, JFC OR ESTABLISHING AUTHORITY

TO: MAGTF COMMANDER  
CMPF  
OTHER COMMANDERS AS REQUIRED

INFO: JS WASHINGTON DC//J3/J4/J5//

SUPPORTED AND SUPPORTING COMBATANT COMMANDERS

USTRANSCOM SCOTT AFB IL//TCJ3/J4//

HQ AMC SCOTT AFB IL//DO/TACC//

AMERICAN EMBASSY (AMEMB) OF HOST COUNTRY AND TRANSIT POINTS; E.G., WHERE OPP AND NEAT DETS BOARD MPS

CNO WASHINGTON DC//N75//N753//N42//N422//

CMC WASHINGTON DC//POC/LPO//

COMDT COGARD WASHINGTON DC//G-OPD//

COMSC WASHINGTON DC//N3/PM3//

MARAD WASHINGTON DC (IF MARAD SHIPS ARE REQUIRED FOR SUSTAINMENT)

APPLICABLE SERVICE COMPONENT COMMANDS (SUPPORTED AND SUPPORTING)

APPLICABLE NAVFOR TYCOMS

NUMBERED FLEET COMMANDERS

MEF COMMANDERS

APPLICABLE MEF MAJOR SUBORDINATE COMMANDS

APPLICABLE MAGTF MAJOR SUBORDINATE COMMANDS

COMMARFORRES//G-3//

CG FOURTH FSSG//G-3// (IF CIVIL AFFAIRS GROUP AND 4TH SUPPORT BATTALION UNITS EMPLOYED)

APPLICABLE NCF

COMNAVRESFOR NEW ORLEANS LA//N3//  
COMNAVSURFRESFOR NEW ORLEANS LA//N3//  
COMNAVFACENGCOM ALEXANDRIA VA//N3//  
COMNAVELSF WILLIAMSBURG VA//N3//  
APPLICABLE PHIBGRU AND NAVBEACHGRU  
APPLICABLE NAVBEACHGRU (NSE) SUBORDINATE  
ELEMENTS  
COMNAVCHAPGRU WILLIAMSBURG VA//N3//  
APPLICABLE NAVAL RESERVE CARGO HANDLING  
BATTALIONS  
CG MARCORLOGCOM ALBANY GA//80//  
BLOUNT IS CMD JACKSONVILLE FL//90//  
APPLICABLE COMPSRON  
APPLICABLE NEAT TEAMS IF REQUIRED  
APPLICABLE SUPPORTING COMMANDERS (SUBUNIFIED  
COMMANDS, COAST GUARD DISTRICTS, MARITIME  
DEFENSE ZONE COMMANDS, BASES, POSTS, STATIONS OR  
MSC OFFICES)  
APPLICABLE NAVY; E.G., NAVY RESERVE AND MARINE  
CORPS, CIVIL AFFAIRS GROUP OR 4TH LSB RESERVE UNITS  
APPLICABLE FORCE PROTECTION UNITS (NCW [MIUWU  
AND IBU], PSU, HDCU, FAST, SEALS, EODMU OR MPA)  
APPLICABLE SHIPPING COMPANIES; E.G., AMSEA OR  
WATERMAN

CLASSIFICATION //N03000//

MESSAGE IDENTIFICATION (MSGID)/ORDER/ESTABLISHING  
AUTHORITY/-/DATE//

SUBJ/INITIATING DIRECTIVE FOR (CODE NAME)//

REF/A/ GENERAL ADMIN (MESSAGE) (GENADMIN)/WARNING/ALERT  
ORDER//

REF/B/OPLAN/OPORD// (IF APPLICABLE)

REF/C/DOC/NWP 3-02.3/MCWP 3-32//

REF/D/AS REQUIRED; E.G., FORCE PROTECTION GUIDANCE OR RESERVE MOBILIZATION.

NARR/AMPLIFY AND CLARIFY THE REFERENCES//.

ORDTYPE/INITDIR//.

TIMEZONE/Z//.

NARR/THIS IS THE INITIATING DIRECTIVE FOR (CODE NAME). STATE THE SCOPE OF THE MPF OPERATION//.

HEADING/TASK ORGANIZATION//.

UNITIDES/UNITLOC/COMMENTS (TASK DESIGNATOR/FUNCTION).

INCLUDE MULTINATIONAL FORCES AS APPROPRIATE.

GENTEXT/SITUATION/1.SITUATION.

1.A GENERAL.

1.A.1 SUMMARY: STATE THE PURPOSE OF THE OPERATION OR EXERCISE (REF. A IS GERMANE).

1.A.2 GOALS: STATE NATIONAL AND REGIONAL OBJECTIVES (REF. B PERTAINS).

1.A.3 JOINT AND NAVAL TASK LIST (FOR TRAINING EXERCISES ONLY): PROVIDES DOCUMENTATION AND JUSTIFICATION FOR THE MPF COMPONENT OF THE OVERALL EXERCISE PLAN.

1.B THREAT/RISK.

1.B.1 GENERAL.

1.B.2 TERRORISM.

1.B.3 AIR.

1.B.4 WEAPONS OF DESTRUCTION.

1.B.5 LAND AND TERRAIN.

1.B.6 SEA AND HYDROGRAPHY.

1.C FRIENDLY.

1.C.1 SUPPORTED COMBATANT COMMANDER.

1.C.2 SUPPORTING COMBATANT COMMANDERS.

1.C.3 SERVICE HEADQUARTERS.

1.C.4 OTHER SUPPORTING COMMANDS; E.G., RESERVE COMPONENT, FLEET COMMANDERS.

1.C.5 HNs

1.C.6 AMEMB.

1.D ASSUMPTIONS.

1.E WEATHER.

1.E.1 GENERAL (REGIONAL PERSPECTIVE FOR THE TIME OF YEAR).

1.E.2 GROUND (AAA).

1.E.3 SEA (EN ROUTE AND AAA).

1.E.4 AIR (EN ROUTE AND AAA).

1.E.5 OPERATIONAL EFFECTS (WATER CONSUMPTION, MAINTENANCE REQUIREMENTS).

1.E.6 ASTROLOGICAL DATA.

GENERAL TEXT (GENTEXT)/MISSION/2. MISSION. ESTABLISHING AUTHORITY'S MISSION.

GENTEXT/EXECUTION/3. EXECUTION.

3.A COMMANDER'S INTENT. IDENTIFY THE COMMANDER'S END STATE AND PRIORITIES.

3.B CONCEPT OF OPERATIONS.

3.C OPERATIONAL PHASES (IF KNOWN); E.G., DEPLOYMENT OR REINFORCEMENT.

3.D TASKS.

3.D.1 MAGTF COMMANDER.

3.D.2 CMPF.

3.D.3 OTHER COMMANDERS AS REQUIRED.

3.E COORDINATING INSTRUCTIONS.

3.E.1 CODE NAME.

3.E.2 C-DAY.

3.E.3 O-DAY.

3.E.4 CRD.

3.E.5 SLRP ARRIVAL DATE.

3.E.6 OPP/MPSRON LINK-UP DATE AND LOCATION (IF KNOWN).

3.E.7 MPSRON ARRIVAL DATE IN AAA.

3.E.8 AAA (COORDINATES).

3.E.9 ARRIVAL AIRFIELDS: IDENTIFY PRIMARY AND ALTERNATE AIRFIELDS FOR AMC-PROVIDED AIRCRAFT AND BED DOWN SITES FOR ACE AIRCRAFT.

3.E.10 PORT FACILITY: IDENTIFY BERTHS, WASHDOWN POINTS, AND BUILDINGS.

3.E.11 BEACH (IF REQUIRED): SPECIFY NAME, LOCATION, AVAILABLE FACILITIES.

3.E.12 UNIT ASSEMBLY AREA (UAA) LOCATIONS.

3.E.13 TACTICAL ASSEMBLY AREA (COORDINATES).

3.E.14 FF OPERATIONS.

3.E.15 CONTROL MEASURES.

3.E.16 EXPEDITIONARY AIRFIELD OPERATIONS.

3.E.17 NAVAL ESCORTS FOR MPS.

3.E.18 ANTICIPATED RECONSTITUTION MAIN PLANNING CONFERENCE DATES.

3.E.19 ANTICIPATED RECONSTITUTION DATES.

3.E.20 ANTICIPATED RECONSTITUTION SITES.

3.E.21 ANTICIPATED REDEPLOYMENT DATES.

3.E.22 AMPHIBIOUS COORDINATION (IF REQUIRED).

GENTEXT/ADMIN AND LOG/4. ADMIN AND LOGISTICS.

4.A ADMIN.

4.A.1 DTG TASK DESIGNATORS ARE EFFECTIVE.

4.A.2 ANTICIPATED DEPLOYMENT ORDER DATE.

4.A.3 NBC DEFENSE.

4.A.4 ROE.

4.A.5 FORCE PROTECTION MEASURES: DISCUSS THREAT CHANGES, ACTIONS IF THREATENED, ANTITERRORISM/FORCE PROTECTION TRAINING, OPERATIONAL SECURITY, OPERATIONAL DECEPTION, AND DESIGNATION OF FPO, SSO, ASO, AND LSO.

4.A.6 PUBLIC AFFAIRS GUIDANCE.

4.A.7 USE OF JOPES DIRECTED: (SPECIFY DEPLOYMENT AND REDEPLOYMENT PLAN IDENTIFICATION NUMBERS (PIDs) AND TELECONFERENCE DESIGNATOR.

4.A.8 RESERVE MOBILIZATION.

4.A.9 DISPOSITION OF SUPPORTING FORCES.

4.A.10 OTHER. (VISITOR SCHEDULE, LIAISON REQUIRED).

4.A.11 COMMANDS TO ATTEND MPF RECONSTITUTION MAIN PLANNING CONFERENCE.

4.B LOGISTICS.

4.B.1 ESQD WAIVERS (IF REQUIRED).

4.B.2 HN SUPPORT.

4.B.3 RELATIONSHIP WITH AMEMB.

4.B.4 CLOTHING AND EQUIPMENT.

4.B.5 MPS SPEED OF ADVANCE.

4.B.6 TYPE OF OFFLOAD (PIER SIDE, ETC.).

4.B.7 OFFLOAD RESTRICTIONS AND REQUIREMENTS FOR AMMUNITION, BULK WATER AND FUEL. SPECIFY FUEL SAMPLING AND ACCOUNTING PROCEDURES.

4.B.8 FUNDING.

4.B.9 MILITARY AIR MOVEMENT PRIORITY.

4.B.10 ENVIRONMENTAL.

4.B.11 MEDICAL EVACUATION (MEDEVAC).

4.B.12 MAIN SUPPLY ROUTE BETWEEN AAA AND TAA.

4.B.13 ACE HELICOPTER REBUILD TIME LINE.

4.B.14 SAFETY.

4.B.15 SPECIAL MAPS (IF REQUIRED).

4.B.16 THROUGHPUT RESTRICTIONS.

4.B.17 MPE/S ACCOUNTABILITY PROCEDURES.

4.B.18 SPECIAL SUSTAINMENT REQUIREMENTS.

4.B.19 ACTIVATION OF FOLLOW-UP SHIPPING (T-AH, T-AVB SUSTAINMENT).

4.B.20 RECONSTITUTION SPECIAL INSTRUCTIONS AND CONSIDERATIONS (CONTAINER MANAGEMENT POLICY, CUSTOMS INSPECTIONS, DANGEROUS CARGO, AUTOMATED SYSTEMS).

4.B.21 LOCATION OF VARIOUS MOVEMENT CONTROL AGENCIES (FMCC, LMCC, UMCC OR EMCC).

GENTEXT/COMMAND AND SIGNAL/5. COMMAND AND SIGNAL.

5.A COMMAND (IAW, REF C).

5.A.1 SUPPORTED COMBATANT COMMANDER.

5.A.2 SUPPORTED SERVICE COMPONENTS.

5.A.3 SUPPORTING COMBATANT COMMANDERS AND SERVICE COMPONENTS.

5.A.4 ESTABLISHING AUTHORITY.

5.A.5 MAGTF COMMANDER.

5.A.6 CMPF.

5.A.7 MAGTF/CMPF COMMAND RELATIONSHIPS BY PHASE.

5.A.7 SUCCESSION OF COMMAND AND LOCATION OF EACH COMMAND ELEMENT.

5.A.8 DETAILED LIAISON REQUIRED.

5.B SIGNAL.

5.B.1 COMMUNICATION PROCEDURES.

5.B.2 KEY POINTS OF CONTACT, TELEPHONE/FACSIMILE (FAX) NUMBERS, E-MAIL ADDRESSES.

5.B.3 SUBMIT SITREPS.

5.B.4 TRANSMIT SURF OBSERVATION (SUROBS) THROUGH CMPF.

AKNLDG/YES//

DECL//

BT



# APPENDIX B

## THE OPORD FORMAT

This appendix is an example for incorporating MPF information into a joint OPORD. The format and subjects for annexes are mandatory unless otherwise indicated. The sequence and location for appendices and tabs are preferred but may be altered. Additional annexes may be incorporated to permit distribution separate from the basic plan or to include information where no provision is made in standard annexes. These annexes will be lettered consecutively, beginning

with the letter Q. If additional annexes are not included, omit the letter Q. The letters I and O are not used as annex designations.

Detailed information about planning, writing, and publishing an OPORD is in CJCSM 3122.03, *Joint Operation Planning and Execution System*, Vol. II, *Planning Formats and Guidance*; MCWP 5-1, *Marine Corps Planning Process*; and NWP 5-01 (Rev.A), *Naval Operational Planning*.

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Tab B - MDSS II Scanning Locations/  
Connectivity Diagram/Overlay

Tab C - NSE, NMCB, and FH Accountability

**Appendix 6 - AAOG OPERATIONS**

Tab A - AAOG Organization

Tab B - CMPF Liaison

**ANNEX D: LOGISTICS**

Appendix 1 - Rapid Request Procedures

Appendix 2 - Health Services

Tab A - Casualty and Medical Evacuation

**ANNEX E: PERSONNEL**

**ANNEXES F - H: OMITTED**

**ANNEX J: COMMAND RELATIONSHIPS**

Appendix 1 - External Command Relationships

Appendix 2 - Internal Command Relationships

Appendix 3 - Location of AAOG, AAOEs, BOG, POG,  
AACG, and TALCE

**ANNEX K: COMMAND AND CONTROL**

**ANNEX L: OPERATIONS SECURITY**

**ANNEXES M, N, P, R - X: OMITTED**

**ANNEX Y: REPORTS**

Appendix 1 - Daily Situation Report

Appendix 2 - MDSS II Scan Data File Report

**ANNEX Z: DISTRIBUTION**

# APPENDIX D

## COMMANDER'S CHECKLIST

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### AIS

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- Does the organization have skilled operators for MAGTF II/LOGAIS?
- Is there a schedule for MDSS II training?
  - Has the organization participated in recent MDSS II training exercises?
  - When is the next scheduled MDSS II training?
- Has the MDSS II database been updated and does it reflect the organization's PO and FIE quantities?
- Can the staff use MAGTF II/LOGAIS to receive and tailor automated taskings?
- Can the supply section use Asset Tracking Logistics and Supply System (ATLASS) to build CMRs during arrival and assembly operations?
- Can the communications section support the transmission of MDSS II data in an expeditionary environment?
- What additional training is required to fully use these automated systems?

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### MPF Specific Training

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- How many members of the staff have received joint MPF staff planning course training?
  - How recent was the MPF staff planning training?
  - When is the next scheduled MPF staff planning course?
- When did the servicemembers of the SLRP, OPP, and debarkation teams receive formal training?
- Do these servicemembers need initial, intermediate or refresher training?
- How often does an orientation of a maritime prepositioning ship occur, and when is the next scheduled visit?

- What date is the next tour of BICmd planned? What officers and senior noncommissioned officers need to visit BICmd?
- When is the next annual MPF exercise?
  - What is the exercise's scope?
  - What training benefit can be created?

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### Publications

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Does the organization have the following minimum publications to conduct planning and operations?

- MCBul 3501, *MPF Force List (F/L)*.
- NWP 3-02.3/MCWP 3-32, *MPF Operations*.
- NAVMC 2907, *MPF Prepositioning Objective (PO)*.
- DODR 4500.9-R, *Defense Transportation Regulation, Vol. I, Passenger Movement*.
- DODR 4500.9-R, *Vol. II, Cargo Movement*.
- DODR 4500.9-R, *Vol III, Mobility*.
- DODR 4500.9-R, *Vol V, Customs and Border Clearance Procedures*.

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### MPF Operation Initiating Directive

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- Has this directive been released? In lieu of an initiating directive, is there a warning or alert order?
- How much time does the organization have before deployment? What is—
  - C-day?
  - O-day?
  - Today's date?
- What additional information does the organization need?
- Who is locating this additional information?

- Who is the decisionmaker for this additional information?
- When does the organization need to have a decision to continue the planning process and start force development and deployment preparations?
- Have servicemembers received their required immunizations for the specific deployment area?
- Has the organization received the force protection and antiterrorism brief?
- Has a cultural awareness brief been conducted?
- Has an OPORD been published?
- What are the planning assumptions?
- What is the situation? Is there a threat assessment?
- What is the organization's mission?
- What are the command relationships?
- Has the offload plan and priority list been published and does it adequately support the employment plan?
- What are the warfighting priorities of the MAGTF commander (3 to 5 total)?
- Can the NSE support the STS movement?
- What is the force protection/antiterrorism concept? What are the Service's force protection/antiterrorism policies?
- What is the organization's role in the operation as specified in the OPORD?
- What reserve activation is required? Has the civil affairs (CA), cargo handling, NBG, NEAT, and NCW reserve detachments or personnel been activated?
- Are there maps of the deployment and employment areas?
- What is the impact of weather on MPF activities and employment operations?
- When will the execute order be signed?
- When is the MAGTF to arrive in the TAAs?
- When does the chain of command anticipate employing the MAGTF; i.e., cross the LD?

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### **MPF Basic Decisions**

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- What—
  - Are the basic decisions in the initiating directive and associated outcomes?
  - Is the mission?
  - Are the command relationships or arrangements?
  - Is the basic concept for tactical operations ashore?
  - Is the concept for arrival and assembly?
  - Is the concept for marshalling and movement?
  - Are the control measures?
  - Are the special considerations; i.e., emergency defense of the MPF?
  - Security measures need to be enacted?

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### **OPORD or Employment Plan**

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- When is the organization supposed to be ready for employment?
- What warfighting capabilities must the organization provide?
- Is the organization one of the MAGTF commander's warfighting priorities?

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### **Deployment Plan**

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- Will the deployment plan ensure the organization is efficiently conducting arrival and assembly operations and is ready for employment?
- Has the deployment order been signed and transmitted via message?
- Has the MAGTF deployment LOI been published?
- What movement groups and echelons will the organization deploy with?

- Is the organization in the TPFDD in the GCCS?
  - What is the LAD for the organization in the AAA, and does this support the force stand-up concept and warfighting priorities?
  - Does the organization provide members for the SLRP and OPP?
  - Has the SLRP OIC been designated?
  - Does the SLRP take a contracting officer (with cash) and a CA team?
  - Is the SLRP's communications suite adequate for the mission?
  - What planning assumptions must be validated by the SLRP, and does the SLRP membership have the expertise to perform the validation task?
  - Have SLRP and OPP servicemembers been battle-rostered?
  - Do these servicemembers on the SLRP and OPP have no-fee government passports?
  - What specialized training have these SLRP and OPP servicemembers received?
  - Have the OPP OIC and assistant OIC been designated?
  - Have the OPP servicemembers received a safety brief?
    - Have the members toured a maritime prepositioning ship in the past year?
    - How recent was the shipboard safety brief?
    - What are the safety plans of the OPP?
    - Will the OPP receive a shipboard safety brief upon arrival on the maritime prepositioning ship?
  - What is the track of the MPSRON?
    - Where will the OPP meet the MPSRON?
    - What coordination and transportation is required to ensure the OPP is embarked on the MPSRON?
  - Does the organization provide members for the advance party?
  - Does the advance party include the entire NSE and the LFSP?
  - Are all the deployment agencies standing and prepared to deploy the force?
  - Where is the organization's UMCC?
  - When will the organization arrive at the UMCC and APOD?
  - Has the organization validated the equipment and supplies to be flown in?
  - Has the organization checked with higher headquarters to verify equipment on the vessels are still assigned to the organization?
  - Has the ACE FF plan been developed, coordinated, and approved?
    - Have lead and trail maintenance aircraft been designated?
    - Has the aerial refueling plan been coordinated?
  - Where are the MPF offload organizations located in country (LFSP, AAOG, AAOE's, etc.)?
  - Does the communication plan support the lay down of offload organizations?
- 
- ### Arrival and Assembly Plan
- 
- When will the organization be ready for employment?
  - Is there a performance gap between unit assembly operations and movement to the tactical assembly operations area?
  - What assets are required to complete force stand-up?
  - Has the arrival and assembly plan been published?
  - What is the MPF time line? Has Navy-day (O-1) been planned?
  - Has the plan discussed terrain management in the AAA?
  - Where are the port, beach, and airfield?
    - Are there diagrams or overlays of these critical nodes?
    - Where are the ships' anchorages, berths or roadsteads?
    - What is the STS distance?
    - What sea state conditions will shut down offload operations?
  - Where is the UAA that the organization has been assigned?

- What is the location of the arrival and assembly operations element (element command post) in the UAA?
- Has the organization been assigned an ERP?
- Where is the TAA?
- What are the restrictions in the AAA for movement, maneuver, and transportation?
- What are the MAGTF's offload priorities?
  - When can partial combat capabilities be ready?
  - Does the deployment plan support these priorities?
- Is a T-AVB required?
- Has the MAW requested the ship's activation?
- What mode will the ship be configured in; i.e., working or administrative?
- How long for the ship to be staffed and loaded?
- When will the ship arrive in theater?
- Have war reserve withdrawal plans been activated?
- Is additional sustainment shipping required?
- Does the sustainment plan account for the draw down during reconstitution and redeployment operations?
- What HNS is available and what is the cost?

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### Reconstitution Plan

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- Can the organization restore the equipment and supplies to a combat-ready status?
- What resources are needed for cost effective reconstitution operations?
- Did the SLRP ascertain select reconstitution sites?
- Did the MAGTF staff begin conducting reconstitution planning during arrival and assembly operations?
- When is the reconstitution MPC?
- Who are the participants of the reconstitution MPC?
- What policy decision on the reconstitution site was made?

- Where are the staging areas?
- How much fresh water is required to conduct reconstitution, and where are the washdown points?
- Where are the key C2 sites?
- Which movement routes have been selected, and what control and force protection measures have been planned?
- What are the inherent hazards, and what is the safety plan?
- What HNS is available, and how much does the HNS cost?
- Are customs and agricultural inspectors available and involved in the reconstitution planning process?
- Does the reconstitution embarkation plan support efficient operational offload for the next contingency or exercise?
- What customs, HAZMAT, and agricultural inspections are required?

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### Redeployment Plan

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- Does the redeployment plan support the reconstitution plan?
- When does the organization redeploy?
- Where does the organization stage equipment and personnel for redeployment?

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### MPF Maintenance Cycle

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- Does the planning, acquisition, attainment, and loading of MPSs during an MMC support the MEF commander's warfighting mission, planned participation in MTW and smaller scale contingencies, stipulated warfighting priorities, and MMC guidance?
- When is the next MMC?
  - What are the dates?
  - When do the command's planning documents have to arrive at higher headquarters?
  - When does the organization's MMC submission need to be complete (reverse time line)?

- What is the MEF commander's guidance?
  - Have warfighting priorities been established to assist in embarkation and load?
  - Have ships been embarked to maximize arrival and assembly operations?
- Does the organization need a capability set?
  - Has the capability set been identified in terms of type and quantity of equipment needed?
  - Has the operational impact for efficient arrival and assembly operations been articulated?
- What vehicles contain the organization's mobile loads?
- Does the organization provide servicemembers to the RAC team?
  - How long is the deployment to BICmd?
  - Does the servicemember receive predeployment training?
- Has the RAC team LOI been published?
- Has the senior command received the *End of Ship* and *End of Squadron* reports? (These special reports are formatted and produced by the BICmd TAAT.)
- What equipment, tools, kits, and chests are the organization deficient; i.e., the PO was not met?
- Does the organization receive the CAEMS "as loaded" deck diagrams?
- Are all the PEIs calibrated and modified?



# APPENDIX E

## MAGTF DEPLOYMENT CHECKLISTS

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### Initial Planning Checklist

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- Analyze the employment mission and the MAGTF's objectives.
- Analyze additional combatant commander and higher headquarters guidance.
- Obtain intelligence regarding a proposed AAA.
- Identify mission requirements.
- Develop a COA.
- Compile MAGTF consumption factors.
- Develop the unit deployment sequence based on the MAGTF's warfighting priorities, off-load priorities, and the arrival and assembly plan.
- Analyze and prioritize deployment requirements.
- Validate the TPFDD.

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### Deployment Concept Checklist

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- Refine mission objectives.
- Develop a concept of operation.
- Refine force options (units, personnel, supplies, and equipment details).
- Refine TPFDD based on force and equipment lists.
- Provide refined TPFDD to the supported combatant commander for a TFE and throughput analysis.
- Alert reserve units and personnel for possible deployment (Navy, Marine, as applicable).

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### Detailed Planning Checklist

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Detailed planning can be looked at singularly or in broad categories falling into the auspices of airlift or sealift planning.

### Airlift Deployment Planning

Identify the following:

- Amount of passengers and cargo to move.
- Availability of passengers and cargo at a APOE for overseas travel.
- Hazardous cargo and ammunition transportation requirements.
- Distance to AAA.
- APOE, APOD, and en route advanced base or ISB capabilities.
- Diplomatic clearances required.
- APOD and AAA air space security.
- Airflow C3.
- Aircraft loading factors.
- Airlift tempo and throughput coordination.
- EAD/LAD at APOD.
- Priority and use of airfields and road and rail networks.
- Air traffic control requirements.
- SLRP, OPP and advance party deployment dates. SLRP and OPP personnel may require passports to transit to the AAA or to the MPSRON rendezvous location.
- Special requirements related to self-deploying aircraft.

### Sealift Deployment Planning

- Overall movement planning for MAGTF and AFOE shipping during augmentation operations.
- Availability of shipping at SPOE.
- MPF MAGTF cargo and equipment that will move by follow-up shipping.
- Availability of required cargo and equipment by date.

- Deployment of the T-AVB, T-AH, auxiliary crane ship, and offshore petroleum discharge systems (OPDSs).
- Closure estimate.
- Intermediate staging base requirements.
- En route stops and possible delays at these stops, to include the reception of the OPP.
- Availability of cargo discharge and delivery systems from RRDF and logistics over-the-shore (LOTS) for deployment with the follow-up shipping.
- Ship loading factors, type of loading, and method of stowage.
- Logistic support facilities.
- Reception and disposition of forces at debarkation points.
- Availability of in theater transportation.
- Availability of cargo discharge and delivery systems and LOTS at the SPOD.
- Facilities at destination.
- Offload sequence.
- Hazardous cargo constraints.

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### **Joint Deployment and Movement Planning Checklist**

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- Refinement of the TPFDD based on supported combatant commander guidance developed from results of the TFE and throughput analysis.
- Computations and requisitions for sustainment based on guidance from the supported combatant commander.
- Review of sources of support and identification of critical shortages in forces and logistics from the active, reserve forces, and PWRM.
- Activate the FMCC, LMCC, UMCC, and EMCC.
- Develop MAGTF marshalling and staging requirements for APOE/SPOE identified in the approved TPFDD.
- Develop MAGTF movement schedules based on air and sea movement schedules as promulgated in the JOPES.

- Identify transportation shortfalls (service and strategic).
- Identify TPFDD changes to air and sealift schedules.

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### **Planning for MPF Augmentation of Expeditionary Operations Checklist**

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- Embarkation plan.
- Movement plan (sea/air/escort).
- Self-deploying aircraft movement plan.
- Loading plans (amphibious ships, aircraft, and merchant ships).
- Supporting plans for port operations, communication, security, and reserve reception.
- HNS plan.
- Plan activation of T-AVB/T-AH.
- Intermediate support base plans.
- En route support plan.
- Movement of forces and sustainment from geographically separated POE plans.

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### **Force Preparation Checklist**

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- Prepare units for movement and deployment and take the following action:
  - Identify personnel shortages.
  - Direct reassignment of personnel on temporary orders.
  - Identify nondeployable personnel and initiate their transfer to organizations not deploying.
  - Ensure compliance with mobilization plan.
- Develop marshalling plan for point of origin.
- Establish connectivity movement control organizations from origin to APOE/SPOE.
- Organize staging areas at APOEs/SPOEs.
- Coordinate with external agencies for surface movement and/or strategic sea/airlift.
- Assign priorities for movement and confirm movement schedules.
- Activate appropriate deployment support organizations and agencies.

- If required, coordinate withdrawal of Class V(W) from Marine logistics bases.
- As required, report strategic and local movement.
- Issue a warning order.
- Attach supporting units.
- Update/modify JOPES database and validate lift requirements.

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## Actions by Functional Area Checklist

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### Planning Supply and Logistics

- Identify sustainment requirements.
- Identify deploying forces equipment requirements.
- Identify MSE shortages and excesses.
- Develop plans to redistribute excess equipment and supplies.
- Determine RBE.
- Turnover RBE per COMMARFORLANT/PAC guidance.
- Request PWRM withdrawal.
- Request supplies from a logistics support base and item manager via higher headquarters.
- Coordinate movement of accompanying supplies.
- Coordinate loading of follow-up shipping at POEs.
- Turnover facilities and garrison property.
- Contract support as required.
- Develop a distribution plan for prioritization for MPE/S.
- Publish logistics guidance in support of MPF deployment planning.

### Personnel

- Identify personnel shortages/overages.
- Join augments and attachments.
- Reassign personnel per local SOP and directives.
- Return TAD/FAP personnel to parent commands.

- Store personnel effects, household goods, and privately owned vehicles (POVs).
- Establish dependent support groups and coordinate their requirements.

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## Execution Checklist

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- Prestaging PWRM withdrawal.
- Marshalling.
- Movement.
- Staging at APOE/SPOE.
- Refining aircraft load plans.
- Allocating ULNs to carriers in the joint deployment system (JDS).
- Conduct embarkation.
- Validate allocation of ULNs to JDS carriers based on actual embarkation.
- Enter/update AFOE TPFDD in JOPES.
- Conduct movement and throughput analysis and identify ports/airfields.
- Ensure that MAGTF and NSE determine strategic movement shortfalls.
- Publish movement schedule and coordinate with SDDC and USTRANSCOM.
- Publish local movement schedule and coordinate with local authorities.
- Establish MCCs that—
  - Conduct direct movement of units from origin to POE.
  - Plan and coordinate movement.
  - Establish convoy controls and procedures.
  - Establish staging organizations for the MSEs.
  - Establish communications nets for marshalling, staging, and embark areas.
  - Report movement, via JOPES, to FMCC (monitor and report movement, establish policy for manifesting personnel).
  - Process all personnel arriving in the theater of operations via JOPES or the manpower management system.

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## Specific Unit Checklists

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### Executive Officer's Mobilization Checklist

- Recall key staff.
- Recall unit commanders.
- Recall subordinate units.
- Recall OPP; identify time for predeployment inspection.
- Inform the base and/or station of recall.
- Inform the provost marshal office (PMO) of recall.
- Issue a time line to the staff for taskers and events.
- Establish UMCC for 24-hour operations.
- Act as central point for information flow.
- Provide warning order to SLRP and advance party personnel.
- Commence general recall.
- Develop key point of contact (POC) telephone/e-mail list.
- Ensure that an RBE plan is formalized with rear party personnel.
- Appoint an officer as a liaison officer to higher headquarters.
- Conduct a predeployment inspection.
- Contact the public affairs office (PAO).
- Schedule and conduct a deployment brief for dependents.

### Headquarters Company Mobilization Checklist

- Initiate recall.
- Secure the command post and control access.
- Prepare for and conduct a company administrative standdown.
- Conduct a medical/dental standdown.
- Recall FAP personnel, and ensure that they go through the various standdowns. Nondeployable FAP personnel are generally returned to their FAP billets.
- Ensure that the company has a current prescribed load checklist.
- Conduct a predeployment personnel and equipment inspection.
- Stage FIE equipment and supplies as per S-4 guidance.
- Identify all items for follow-up shipping and RBE:
  - Palletize equipment and supplies.
  - Turn RBE over to designated personnel.
  - Begin loading FIE equipment and supplies.
  - Prepare personnel rosters, and identify all personnel deficiencies.

### S-1 Mobilization Checklist

- Initiate S-1 recall.
- Prepare OPP, SLRP, and advance party personnel manifests. Coordinate with S-4.
- Recall FAP personnel.
- Direct units to submit deployment status reports. Ensure nondeployable personnel are identified as early as possible.
- Request additional personnel from higher headquarters as necessary.
- Request visit from HQMC, manpower officers assignments/HQMC, manpower enlisted assignments through G-1 - Priority.
- Complete personnel reassignments.
- Establish a rear party administrative support detachment.
- Disseminate mailing address for all units.
- Start/stop—
  - Commuted rations.
  - Family separation allowance.
  - Split pay.
  - Foreign duty pay.
  - Tax exemptions.
  - Imminent danger pay.
  - Per diem.
- Prepare passenger manifests per the TPFDD force flow.

## S-2 Mobilization Checklist

- Initiate S-2 recall.
- Determine map requirements: area, quantity, lamination, and distribution plan.
- Brief OPSEC and PAO guidance (S-1, S-2, S-3).
- Arrange for 24-hour sensitive compartmented information facility (SCIF) operations with the communications officer.
- Create standup war room. Display maps, charts, and other geospatial information on the area of operations, track enemy situation, and post significant events with date/time as they occur.
- Conduct staff orientation: initial brief on situation, update as required.
- Consolidate S-2 shops: organize teams, and assign tasks as appropriate.
- Pull all applicable classified publications from classified material control center (CMCC): search JDISS to fill intelligence gaps.
- Access databases for applicable imagery and or message traffic. Sanitize if practical.
- Request extra SCI billets from higher headquarters PCO (intelligence clerks, augments).
- Update current operations center (COC) access roster to include attachments (work with CMCC).
- Identify intelligence communications architecture. Determine the optimum communication configuration between higher and subordinate units.
- Formulate dissemination plan.
- Determine language requirements. Identify language speakers (including secondary languages) within the unit; request augmentation if needed.
- Identify personnel augmentation requirements if any; coordinate with base/station SCIF.

## S-3 Mobilization Checklist

- Initiate S-3 recall.
- Identify staff planning cell and information requirements.
- Ensure that the commanding officer, executive officer, and staff planning cell conduct mission analysis to determine essential tasks and ensure understanding.
- Assist the commanding officer in writing the mission statement, CONOPs, and commander's intent.
- Assist the executive officer in planning schedule; supervise mission specific training.
- Identify any liaison requirements. Brief potential LNOs.
- Issue warning order, mobilization schedule, and prescribed load (in conjunction with S-4) at the earliest opportunity.
- Draft task organization.
- Prepare OPORD.
- Prepare turnover/liaison of GCCS facility.
- Prepare required reports such as SORTS and SITREPs.
- Prepare acknowledgment of receipt to higher headquarters alert/warning order.
- Ensure that higher headquarters includes as information addressee on pertinent situational message traffic.
- Determine recommended COC organization/architecture with the executive officer or S-6.
- Address physical security; e.g., security ammo requirement.
- Ensure fire support coordination center personnel conduct an internal coordination drill.
- Confirm that air officer contacts supporting MAG S-3 to acquire (tactical air request and tactical data frequencies and bed down sites).

### S-4 Mobilization Checklist

- Initiate S-4 recall.
- Participate in staff planning cell.
- Recall OPP. OPP will be mustered within 24 hours of notification per coordination with S-3.
- Establish a UMCC.
- Contact the base or station logistics department for (traffic management office (TMO) (personnel effects packing), PMO (storage of POVs), base motor transport, DSSC, and purchasing and contracting.
- Determine standard prescribed load with the S-3.
- Send warning order to SLRP and advance party personnel.
- Stage FIE vehicles, equipment, and supplies.
- Initiate personnel processing stations.
- Obtain AMALS from the FSSG medical logistics company.
- Request Force Activity Designator (FAD) II. Begin inducting FIE equipment into maintenance at Priority 02. Confirm that supply is tracking requisitions for all critical FIE equipment.
- Identify training allowance pool (TAP) requirements to the FSSG based on the following notional priority list:
  - OPP.
  - SLRP.
  - Advance party.
  - Main body (in order of flow).
- Coordinate TAP gear issue for the MAGTF.

### S-6 Mobilization Checklist

- Activate secure telephone unit (STU) connectivity in war room/crisis action center and UMCC.
- Determine and coordinate unit communications requirements.
- Coordinate with higher headquarters to draw communications security material system software.
- Prepare and distribute single-channel ground and airborne radio system (SINCGARS) load set to all deploying commands.
- Request HF propagation study and associated overlays from the Joint Spectrum Center.
- Determine higher and adjacent headquarters connectivity requirements.
- Adjust communications FIE based on updated unit equipment report.
- Determine HN requirements and frequency clearances.
- Identify equipment shortfalls to G-6.
- Identify personnel shortfalls.
- Embark crypto block assets for non-SINCGARS MPS assets.
- Identify and establish liaison teams for multi-national force components.
- Identify and coordinate logistics and embark requirements with S-4.

### GCCS Mobilization Checklist

- Review OPLANs, TPFDDs, MAGTF II/LOGAIS software:
  - Update MPF data, binders, and references.
  - Coordinate MPF-related issues.
  - Coordinate with:
    - Higher headquarters G-/S-3 Plans/GCCS.
    - Subordinate commands S-3, S-4 and embark officers.
    - Attached units S-3, S-4, and embark officers.
- Coordinate with commanding officer, executive officer or S-3 for guidance on—
  - Situation, objective, and mission.
  - Initial F/L.
  - Confirmation of unit movement checklist.
  - GCCS operator checking JOPES message traffic.
- Make any required changes to current OPLAN TPFDD:
  - Number of ships/MPSRONs requiring off-load.
  - Assets added/detached.

- Special TAP requirements, reconnaissance equipment, communications, MEP or NBC gear.
- Coordination with higher headquarters G-3/4, GCCS personnel for POE/PO and EAD/LAD.
- If situation requires new TPFDD—
  - Coordinate time line with higher headquarters.
  - Coordinate weight/space restrictions.
  - Ensure data is loaded into MAGTF II.
  - Confirm lift requirements.
  - Produce ULN summary sheet and airlift estimator sheet from MAGTF II.
- If situation uses/modifies existing TPFDD—
  - Initiate detailed coordination with higher headquarters.
  - Confirm POE/POD and EAD/LAD using C-days time line.
  - Ensure MDSS II level IV data is verified and entered into MAGTF II.
- Initiate vault personnel watch rotations and sleep plan.
- Confirm MAGTF FIE level IV data for all deploying ULNs.
- Receive SORTS report from all units reporting for deployment.
- Turn over vault and GCCS equipment and release military occupational speciality (MOS) 9919 personnel to higher headquarters.

### **Legal Mobilization Checklist**

- Request list from staff judge advocate (SJA) of personnel required to remain behind on legal hold including witnesses.
- Get the legal representative from FSSG legal services support section to prepare wills and powers of attorney as required based on the unit deployment sequence.
- Request G/S-1 support preparation for administrative separations and other nondeployable personnel.

- Pack all legal binders, manual for court martials, Judge Advocate General manual checklists, and administrative separations manuals.
- Prepare letter transferring convening authority to rear party OIC.
- Coordinate with rear party OIC to transfer legal packages for Marines pending legal action.

### **Gunner Mobilization Checklist**

- Muster all units and MOS 8532 small arms weapons instructors.
- Conduct a weapon and associated equipment inspection to ensure—
  - Night sights have the correct reticle.
  - Night vision devices/night vision sights have sufficient batteries.
  - Dragon weapon system optics have been aligned.
  - Night sights pass system checkout/system self test before deployment.
  - Weapons are SL-3 complete.
  - M240G machine gun squads have front sight tools.
  - Mortar optics are clean and serviceable.
  - Mortar sights will hold a boresight (6400mils).
  - Laser checks: LTI, batteries, boresight.
- Draw security ammunition.

### **Motor Transport Mobilization Checklist**

- Initiate recall of motor transport personnel.
- Activate UMCC.
- Provide S-4 with UMCC phone number for distribution.
- Notify LMCC once UMCC is established.
- Contact base/station motor transport for availability of commercial assets.
- Contact LMCC for MHE/MEP support.
- Brief and inspect OPP/SLRP personnel for deployment.
- Identify, inspect, and prepare all FIE/follow-up shipping/RBE motor transport equipment.
- Provide the S-4 with the SOP for POV storage.
- Contact base for disposal of hazardous waste.

### Embarkation Mobilization Checklist

- Initiate recall of embarkation personnel, and coordinate with higher headquarters as necessary.
- Meet with the S-4 officer on situation, status, and mission statement.
- Review appropriate OPLAN to support the mission.
- Move 463L pallets (air pallet) from mobilization warehouse to each unit's staging area.
- Coordinate with unit embarkation personnel to determine requirements for embark boxes. Confirm number of vehicles, mobile loads, and pallets authorized for each unit's FIE.
- Meet with the S-3 for the F/L task organization.
- Schedule MHE and motor transport assets to support load-out and movement.
- Contact higher headquarters on aircraft load planning as necessary.
- Weigh and mark 463L pallets or vehicles; validate TPFDD during build-up.
- Establish a liaison at the APOE.
- Issue section's TAP gear.
- Coordinate movement with UMCC.
- Initiate movement to the APOE.
- Ensure that S-1 prepares passenger manifests based on TPFDD aircraft flow information.
- Support OPP, SLRP, and advance party movement to APOE.
- Complete load-out of S-4 equipment.
- Ensure that plane team commanders are assigned, briefed, and provided: information packets, personnel rosters or assignment letters.
- Coordinate billeting, messing, and transportation arrangements for layovers.

### NBC Mobilization Checklist

- Recall NBC personnel.
- Participate in staff planning cell's mission analysis.
- Refine prescribed NBC equipment requirements with the S-3/S-4.
- Issue NBC equipment as required.

- Prepare FIE cargo.
- Issue NBC antidote kits.
- Start block training or gas chamber exercise.
- Contact subordinate/attached NBC officers to determine critical equipment shortfalls.
- Prepare or contract NBC contamination detection vehicle.

### Unit Supply Mobilization Checklist

- Recall supply personnel.
- Coordinate embarkation requirements for FIE and follow-up shipping equipment or supplies.
- Ensure all units have adequate amounts of gear to meet prescribed load requirements.
- Coordinate with TMO for storage of personal effects.
- Issue section TAP gear.
- Identify and brief all RBE officers on equipment being left behind.
- Inspect supply section Marines to ensure they have the proper equipment and uniforms.
- Track FADII priority designators for all units.
- Prepare appointment letters for responsible officers.
- Conduct inventory for all RBE.
- Download all property files (back-up disks).

### Battalion Aid Station/Regiment Aid Station Mobilization Checklist

- Recall assigned medical personnel.
- Ensure unit personnel have red allergy tags and current physical examination.
- Provide the S-1 a list of medically nondeployable personnel.
- Provide the S-2 a list of any required immunizations.
- Obtain AMAL 636 narcotics.
- Prepare aid station for embarkation.
- Ensure deploying personnel have a duplicate medical record with all immunizations listed.
- Ensure Navy personnel have a facsimile of service record book (SRB).

### Ordnance/Armory Mobilization Checklist

- Recall ordnance personnel.
- Coordinate transportation of armory mount-out boxes to staging area.
- Inspect ordnance personnel and their equipment.
- Identify and inspect all ordnance items:
  - Tool sets and kits.
  - Test equipment.
  - Publications.
  - Repair parts from layette bins.
  - Supporting consumables (rags, patches or oils).
  - Equipment records for all equipment deploying.
- Identify equipment deficiencies to supply.
- Draw NBC suits from supply.
- Supervise load out of armory.
- Issue T/O weapons.
- Issue the following hand-carried armory items:
  - Binoculars.
  - AN/PVS-5.
  - AN/PVS-7.
  - AN/PVS-4.
  - Compass, lensatic.
  - Compass, M2.
  - AN/PAQ-4.

### Chaplain Mobilization Checklist

- Recall Religious Programmer.
- Ensure mount out boxes are packed and marked properly.
- Conduct a staff meeting with all deploying chaplains and religious programmers for planning and guidance.
- Schedule meeting with base/station senior chaplain (area coordinator) to discuss turnover/deployment issues and support.
- Arrange office security (ecclesiastical/office gear to be left behind will be packed up and secured).
- Schedule meeting for family readiness personnel to coordinate dissemination of information

to families, and to plan a family deployment brief. Coordinate briefing schedule with the commanding officer, executive officer and sergeant major.

- Ensure that the key volunteer hotline and network have up-to-date information.
- Provide the Family Service Center a current list of key volunteers, family readiness personnel, and any other unit representatives remaining behind.

### Fire Support Center Mobilization Checklist

- Schedule and attend meeting with S-3 officer and S-3 chief.
- Obtain all predeployment schedules.
- Identify FIE serials and ship names for all artillery personnel.
- Ensure support requirements are submitted to supported infantry battalions.
- Obtain automated communications-electronics operating instructions and crypto fills from communications section.
- Provide equipment density list to supported infantry battalion.
- Provide personnel roster to supported infantry battalion S-1.
- Provide T/O to supported infantry battalion S-3.
- Identify personnel and equipment shortages to parent and supported commands.
- Ensure personnel, health, and dental records are provided to supported battalions.
- Ensure all personnel have skeleton SRB, medical, and dental records.
- Draw TAP gear as required.

### OPP Mobilization Checklist

This checklist is based on a notional 24-hour movement scenario.

**Hour and event: 0000-0100, activate.**

- Contact all members of the OPP.
- Contact FSSG to prepare TAP gear for issue.

- Contact base/station duty officer to pass warning order to the following base/station support activities:
  - Base/station motors (light units/transportation).
  - TMO (pack-up of personal belongings).
  - Legal Assistance Office (wills/powers of attorney/questions).
  - Morale, welfare, and recreation (close out of delayed payment programs).

**Hour and event: 0100-0800, units.**

- Recall OPP members.
- Inspect personnel and equipment.
- Move to OPP consolidation point for muster.

**Hour and event: 0800-1100, muster.**

- Check by-ship and by-ULN muster.
- Consolidate rosters and submit to the personnel officer to create passenger manifests.
- Submit clothing and equipment sizes to TAP.
- Brief the OPP.
- Conduct OPP personnel and equipment inspection.
- Continue administrative processing.
- Conduct medical and dental screening.

**Hour and event: 1100-1500, equipment issue.**

- Supply: draw equipment deficiencies.
- NBC: draw NBC suits and equipment as needed.
- Armory: draw weapons, equipment deficiencies or repair kits.

**Hour and event: 1500-1800, muster.**

- Reinspect previously identified deficiencies.
- Receive and issue TAP gear.
- Load gear and equipment for transport.
- Present commander's intent brief to OPP.

**Hour and event: 1800-2100, personnel issues.**

- TMO: pack-up of personal belongings.
- Legal: wills or power of attorney.

**Hour and event: 2300-2400, muster.**

- Check by-name muster.
- Load OPP and depart for APOE.

**RBE OIC Mobilization Checklist**

- Identify unit OICs and assistant officers in charge (AOICs) responsible for RBE; brief the general duties and responsibilities associated with RBE.
- Assign personnel in writing for responsibility of RBE equipment/supply accounts.
- Review applicable base/station orders pertaining to RBE; make initial liaison with base/station personnel who will be responsible for the deployment coordination center.
- Upon deployment of the advance party—
  - Maintain accountability of RBE personnel and prepare to make reports to higher headquarters.
  - Stand up the RBE reporting unit code for unit administrative purposes.
  - Obtain FAD for supply requisition for RBE geographical area.
- Meet with all the commodity managers and begin to assume their RBE tasks.
- Meet with unit RBE OICs/AOICs to coordinate any last-minute details.
- Ensure that all personal effects that are left behind are taken to TMO for proper storage.

**Security Company Mobilization Checklist**

- Receive brief from commanding officer on—
  - Situation and mission.
  - Command relationships.
- Recall personnel as necessary
- Obtain the following information from the supported command:
  - Required days of sustainment.
  - Individual E/L.
  - Unit movement dates.
  - DODIC and quantity of ammunition required and the issuing authority.

- Coordinate T/O and T/E requirements with parent and supported commands.
- Meet with all attached unit commanders to coordinate any requirements.
- Schedule a country brief with supported battalion S-2.
- Inspect weapons, equipment or vehicles; correct deficiencies.
- Coordinate with TAP for special equipment issue requirements.

### SLRP Mobilization Checklist

- Contact all units/personnel assigned to the SLRP.
- Schedule muster of SLRP personnel.
- Muster SLRP.
- Contact S-2 for maps, charts, and intelligence products. Update SLRP roster and submit to personnel officer.
- Submit clothing and equipment sizes to supply for TAP gear.
- Brief the SLRP.
- Determine and pass guidance for liberty attire.
- Conduct administrative processing to verify qualifications for deployment.
- Review health and dental deployment update.
- Draw supply deficiencies.

- Draw NBC gear as directed.
- Draw and issue security ammunition.
- Receive and issue TAP gear.
- Embark essential equipment.
- Schedule with TMO for storage of personal gear.
- Coordinate with the MAGTF SLRP OIC.
- Obtain file on HNS.
- Obtain maps of country, port, airport, and city.

### Advance Party Mobilization Checklist

- Contact all units/personnel assigned to the advance party.
- Establish time for muster of advance party.
- Muster advance party.
- Contact S-2 for maps, charts, and intelligence products.
- Update advance party roster and submit to personnel officer for passenger manifesting.
- Schedule and draw TAP gear if required.
- Brief advance party.
- Draw supply deficiencies.
- Schedule and draw NBC gear.
- Obtain and issue security ammunition.
- Embark essential equipment.
- Schedule personal gear storage with TMO.
- Load for transport to APOE.



# APPENDIX F

## NAVAL MPF CHECKLIST

This appendix provides a baseline of information for planning and execution.

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### MPSRON Tasks

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- Conduct port survey (see port survey guide on p. F-3).
- Submit ESQD waiver requests as required.
- Determine bunkering requirements.
- Identify threat and requirements for seaward force protection.
- Coordinate and publish the voyage plan; consider constraints such as the proximity of claimed territorial waters.
- Coordinate OPP/fleet antiterrorism security team (FAST)/EOD embarkation; include berthing and messing requirements or equipment storage.
- Publish ship arrival sequence and berth plan in coordination with the MAGTF.
- Send movement report SORTS.
- Review force protection plan; identify possible concerns.
- Release coordinated MPSRON force protection message.
- Procure staff support requirements (vehicles or telephones.)
- Coordinate communications requirements.

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### NBG

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- Participate in planning the operation with the assigned MPSRON and MAGTF.
- Assign a unit movement officer to coordinate the airlift of Navy personnel to the operating area with the MAGTF.
- Conduct STS movement, beach party operations, and debarkation operations.

- Provide personnel to the SLRP, and OCO for the offload.
- Designate the ship's debarkation and lighterage control officers (LCOs).
- Allocate cooks, mess attendants, and medical personnel to augment MPS crews delineated in contracts or letters of agreement.
- Provide the OIC of the OPP.

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### Beachmaster Unit Tasks

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Provide the following:

- Personnel for the Navy component of the OPP.
- BPTs.
- Beach party headquarters element.
- Personnel for communications and electronics maintenance repair.

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### Amphibious Construction Battalion Tasks

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- Plan for camp support, bulk fuel systems, transportation, repair and maintenance, and lighterage use with the NBG; provide appropriate personnel.
- Assign personnel to the SLRP and OPP.
- Organize and staff the NSE debarkation control unit and LMCC.
- Provide equipment support (may include four small boats with packout boxes).

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### Assault Craft Unit Tasks

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Provide the following:

- Personnel for STS movement control.
- Two crews per LCM-8 assigned to the operation.
- Personnel for the Navy component of the OPP.
- Repair personnel for lighterage repair elements.

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## SLRP

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Ideally, the SLRP is flown to the designated offload site 8 to 9 days before the MPSRON arrives. The SLRP conducts surveys of the AAA and liaisons with appropriate organizations (US and HN). Survey results are sent to MAGTF, NSE, and MPSRON commanders to modify plans, restructure, and tailor the main body before deployment.

### Characteristics

- Approximately 66 MAGTF and 11 NSE personnel, and 1 representative each from the CMPF and establishing authority staffs.
- OIC (the senior Marine officer).

### Tasks

- Navy personnel report to the MAGTF from the beginning of marshalling until the CNSE arrives at the discharge site.
- NSE SLRP typically serves as the MPSRON SLRP.
- Identify where HNS is poor or nonexistent and those items the MPF must provide organically or from resources outside the AO; e.g., tugs, pilots or NAVAIDS.
- Use the port survey guide (p. F-3) to plan and finalize required support in the AAA.

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## OPP

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### Characteristics

- For a four-ship operation, consists of approximately 300 MAGTF and 100 NSE personnel.
- Senior Navy officer is the OPP OIC; becomes the OCO upon arrival at the discharge site.
- OPP disbands when work is completed, the MPSRON arrives in the AAA or as directed.
- OPP members join organizations participating in other aspects of the offload such as the AAOG, USMC debarkation teams or the NSE.

### Tasks

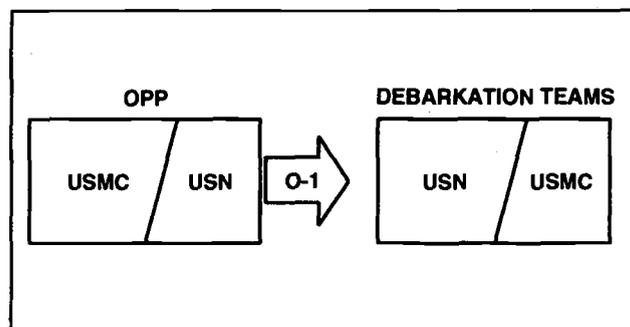
- Embark the MPS at least 96 hours before arrival at the discharge site.
- Prepare lighterage, hose reels, MAGTF equipment, supplies, containers and cranes for offload.

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## Debarkation Teams

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USMC debarkation teams are MAGTF personnel who report to the OCO to support the NAVCHAPGRU detachment by operating equipment and assisting in the hook-up of spreader bars and slings. Personnel assigned to debarkation teams transition from the OPP upon its disestablishment (see fig. F-1).



**Figure F-1. OPP-Debarkation Transition.**

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## Force Protection

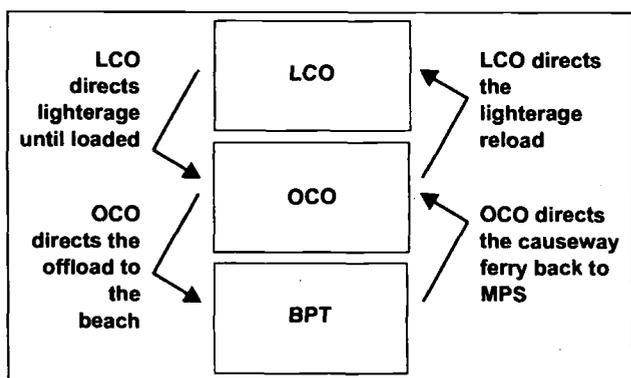
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- All NSE personnel will have appropriate clothing, weapons, and ammunition.
- Security personnel will be equipped and trained to provide beach and camp security for all NSE assets and personnel. The NSE defense unit commander (DUC) coordinates these efforts.
- The NSE defense unit is activated by the CNSE when the threat warrants.
- Personnel will have SEABEE military skills training.

- Security personnel will make continuous tours of NSE areas.
- The DUC increases security activities as required.
- Emergency beach security: hostile acts against the NSE may reduce or secure offload operations. The DUC may request additional security personnel from the CNSE or the LSO. Additional measures may include manning LCM-8 boats with armed NSE personnel.
- The DUC reports to the FPO via the LSO.

### STS Movement of MPE/S (OCO Responsibilities)

The OCO coordinates the offload and STS movement (see fig. F-2).



**Figure F-2. Supported Actions.**

The OCO:

- Ensures:
  - Beach party elements go ashore.
  - USMC debarkation teams are established on each ship.
  - Transfer can be monitored on the designated coordination net.
  - Communications between each ship's LCO and lighterage are conducted on the appropriate MPS net.
  - Communications nets required during STS movement are appropriate for the number of ships participating in the offload.
- That two STS movement control watch teams are established.
- Oversees LCOs.
- Controls using plans promulgated by the MAGTF commander and modified by the MAGTF AAOG.
- Directs lighterage embarked aboard MPSs or assigned from support shipping.
- Passes temporary lighterage control to each debarkation officer or the BPTs while lighterage is en route to or at its destination (for onload or offload).
- Conducts lighterage control communications on the STS movement control net.

### Port Survey Guide

#### General

- Location (include longitude/latitude):
  - Country.
  - City.
  - Map reference (series, sheet, edition, date, and nautical chart number).
- Port capacity estimate (who performed, when, and assumptions).
  - Capability to handle 45,000 to 55,000 ton ship displacement.
  - Container handling equipment available.
  - Ability to operate landing craft and helicopters.
- Port regulations.
- Port authority (names, titles, and addresses).
- Port agents (names, titles, and addresses).
- Port harbor control (name, title, address, frequency, channel, and call signs).
- Current tariffs.
- Location of nearest town, airport, and military installations.
- US consulate (name, location, and address).
- Local husbanding agent's name, location, and address or USN logistics supply support information.
- Type, condition, and location of roads.

## Laws

- National and local laws that impact operations (noise, quiet hours, protected animals and plants, environmental issues including trash, garbage, and sewage).
- Claimed territorial and international water limits.
- Diplomatic and country clearance submission requirements.

## Harbor

- Harbor type.
- Harbor approach routes.
- Channel location, orientation, depth, and width.
- Currents (prevailing direction and speed in channel).
- Tidal range.
- Breakwaters.
- NAVAIDS:
  - Lighthouse and beacon.
  - Buoy system.
  - Fog horns.
  - Range markers.
  - Other.
- Traffic separation scheme if any.
- Any ship movement restrictions e.g., 24 hours per day and daylight only.
- Turning basin (location, size, and depth).
- Pilots and pilot procedures required including boarding method.
- Tugs, availability of harbor tug boats (by size).
- Harbor bottom composition.
- Dredging:
  - Frequency and date of last operation.
  - Scope and effectiveness.
  - Describe port's dredge.
- Location of reefs, sand bars, and mud flats or any other shipping obstacle.
- Launch service availability.
- Harbor activity (large shipping, fishing boats or pleasure craft).

- Accidents (location of major accidents, cause and results).
- Authorization for water production in the harbor.
- Hydrographic survey date (if unavailable, consider Navy sea-air-land team [SEAL] support).
- Procure local harbor charts if available.
- Special pier fittings, positioning, instructions or alterations required.

## Anchorage

- Location.
- Radius (for each).
- Depth.
- Current speed and direction.
- Exposure (current, tide, and wind).
- Bottom type and holding characteristics.
- Nearby obstacles.
- NAVAIDS.
- Ammunition restrictions/ESQD requirements.
- Amount of local harbor traffic.
- Distance to the beachhead for instream offload and/or bulk water and fuel delivery.
- Location relative to landing beaches.
- Water depth and bottom composition.

## Piers and Quay

- Number and types of vessels that piers can accommodate at one time.
- Current use of pier berthing.
- Characteristics:
  - Construction type.
  - Length/width.
  - Height above water (low and high tide, tidal range).
  - Dunnage available.
  - Availability and condition of cleats, dolphins or bollards.
- Capacity (wheeled and tracked vehicles).
- Fenders (type, size, condition, and location).
- Depth immediately alongside.
- Depth and orientation of ingress and egress areas.

- Services available (for potable water and electricity, include type, fuel, trash, and garbage disposal).
- Specialized facilities available for the discharge of RO/RO vessels (ramps or reinforce pier surface that can support a ship ramp).
- Landing sites suitable for lighterage.

### **Beach Area**

- Frontage and depth.
- Topographical data.
- Surf conditions.
- Beach composition, gradient, and beach exits.

### **Port Facilities**

- Port equipment repair facilities:
  - Number, location, size, and capabilities.
  - Type of equipment.
  - Availability and system of procuring repair parts.
  - Cranes.
- Ship repair facilities:
  - Number and type of dry dock and repair facilities.
  - Quality of work and level of repairs that can be made.
- Fire response station:
  - Number and location.
  - Capability.
  - Water-based capability (tugboats with fire hoses).
- Other buildings on terminal:
  - Size and location.
  - Current use.
  - Characteristics.
  - Requirements to construct facilities.
- Adequate lighting for night operations.
- Bunker capability/availability:
  - Intermediate fuel oil (180/380).
  - Diesel fuel marine (DFM)/marine gas oil.
  - DESC or commercial contract in place.

- Stevedoring capability:
  - Number of gangs available.
  - Number of shifts able to work.
- Trash removal capability.
- HAZMAT disposal facility.
- Standby lube oil pump barge/truck availability.
- Sewage and garbage disposal capability.

### **Medical Treatment Facility**

- Location.
- Emergency services available.
- Bed capacity.
- MEDEVAC procedures.

### **Distances**

- Beach to arrival airfield.
- Beach to port area.
- Port area to arrival airfield.
- Beach to camp area.
- Port to camp area.
- MPS anchorage to beach.
- Beach, port or camp to medical treatment facility.

### **Security**

- Size and availability of the port security force (land and water coverage).
- Security sources (military or private).
- Physical security methods (fences, controlled access, camera, electronic surveillance or alarms).
- HN/status-of-forces agreement (SOFA) restrictions.

### **Weather**

- By calendar quarter:
  - Types of weather conditions encountered in the area.
  - Prevailing wind direction.
  - Percentage of time windspeed is within 1 to 6 knots (kts), 7 to 12 kts, and over 17 kts.
  - Amount of precipitation.
  - Temperature (minimum and maximum daily).

- Percentage of time that surf is within 0 to 4 ft, 4 to 6 ft, 6 to 9 ft, and over 9 ft.
- Percentage of time that swells are within 0 to 4 ft, 4 to 6 ft, 6 to 9 ft, and over 9 ft.
- Frequency, duration, and density of fog and dust (including sandstorms).
- Effects of weather on the terrain, navigation, and logistic operations.
- Tide table.
- Table of daylight, moonlight, and darkness.
- Direction and speed of current.
- Water temperature.

- Anticipated number of days that weather could inhibit port operations in excess of 24 hours.
- Coordinate access to weather forecasts from harbor masters office.

### **Communications**

- Existing telephone service (condition, land lines or microwave transmissions, cellular phone capacity and availability).
- Radio (frequencies allowed for use).
- Location and size (kilowatts [kW]) of local radio and television stations.

# APPENDIX G

## HNS CHECKLIST

This appendix is for the MAGTF's contracting officer/COR in the SLRP to assist in obtaining and documenting HNS.

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### SLRP Responsibilities

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- Identify or clarify operation/exercise requirements for HNS.
- Evaluate the suitability of the HNS to be provided.
- Provide information in conjunction with the country team, supported combatant commanders, and MARFOR representatives negotiating host nation support agreements (HNSAs).
- Identify additional support requirements not filled by HNS.
- Deploy with a MAGTF contracting officer/COR.
- Negotiate HNSAs ensuring that contractual obligations of all parties (MAGTF and provider) are fairly executed.
- Protect the interest of the US Government.
- Before retrograde, verify bills for services before forwarding to supported combatant commander's headquarters.

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### Contracting Officer/COR Functions

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- Negotiate HNSAs for augmented MPF units based on specific taskings.
- Sign HNSAs as the Marine representative.
- Monitor HNS during operations and exercises.
- Pay all bills for HNS provided to MAGTF units. Bills are classified as follows:
  - Bills certified by designated unit representatives before departure from HN.

- Residual bills not certified by designated unit representatives before departure from HN. The point of contact checks these bills for accuracy and forwards them to higher authority for processing.

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### Description of AAA

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- Name.
- Location.
- Type.

---

### Activities in the AAA

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- What troops, units, CEs or organizational headquarters will be stationed there (use or control of the facilities)?
- What military activities will take place (conventional/unconventional)?
- What material will be produced, processed, tested or stored?

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### Class I

---

#### Refrigerated/Nonrefrigerated Subsistence, Materials or Supplies

- Goods.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

#### Rations/Catering

- Goods.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Water**

- Distilled bottled water:
  - Goods.
  - COR.
  - Contract number and remarks.
  - Service contractor's name and telephone number.
- Bulk potable water:
  - Goods.
  - COR.
  - Contract number and remarks.
  - Service contractor's name and telephone number.

**Gratuitous Health and Welfare Items**

- Goods.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

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**Class III (POL)**


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**Diesel Fuel**

- Quantity.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Motor Gasoline (MOGAS)**

- Quantity.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Oils**

- Quantity.
- COR.

- Contract number and remarks.
- Service contractor's name and telephone number.

**Other Lubricants**

- Quantity.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Hydraulic Fluids**

- Quantity.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Compressed Gases**

- Quantity.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Coolants/Antifreeze**

- Quantity.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Bulk Chemical Products**

- Quantity.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**HAZMAT Disposal**

- Quantity.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

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**Class IV, Construction Materials**

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- Goods.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

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**Class VI, Personnel Nonmilitary Sales Items**

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- Goods.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

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**Class VIII, Medical Supplies**

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- Goods.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

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**Class IX, Repair Parts**

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- Goods.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

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**Facilities and Equipment**

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**Administrative Offices**

- Supplies.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Airfield**

- Buildings.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Armory**

- Buildings.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Bank/Exchange Facilities**

- Buildings.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Billeting**

- Buildings.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Fuel/Aviation Gas Storage Facilities**

- Buildings.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Maintenance Shops and Facilities**

- Buildings.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Medical Facilities**

- Buildings.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Dining Facilities**

- Buildings.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Port Facilities**

- Demurrage/crane support.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Sanitation and Shower Facilities**

- Buildings/goods.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Storage Lots, Staging, and Parking Areas**

- Lots.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Water Supply Facilities and Distribution Points**

- Buildings/goods.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Washdown Sites**

- Lots/facilities.
- COR.

- Contract number and remarks.
- Service contractor's name and telephone number.

**Warehouses**

- Buildings.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Aircraft Rescue and Firefighting Equipment**

- Equipment.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Engineer, MHE, and CHE**

- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.
  - Forklifts/CHE:
    - Goods.
    - COR.
    - Contract number and remarks.
    - Service contractor's name and telephone number.
  - Cranes:
    - Goods.
    - COR.
    - Contract number and remarks.
    - Service contractor's name and phone number.
  - Earthmoving equipment:
    - Goods.
    - COR.
    - Contract number and remarks.
    - Service contractor's name and telephone number.

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**MEP**

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- Equipment.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

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**Laundry Services**

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- Lots (for laundry units).
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

---

**Special Service Support and Personnel Augmentation**

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**ATC Services**

- Goods.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Dining Facility Workers**

- Goods.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Engineer Support**

- Goods.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Local Skilled and Unskilled Labor**

- Goods.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Oil Analysis Personnel**

- Goods.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Printing Services**

- Goods.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Security and Local Police**

- Goods.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Stevedores**

- Goods.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

**Telecommunications**

- Equipment/goods.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

## Transportation Support

- Rail:
  - Personnel.
  - Contract number and remarks.
  - Service contractor's name and telephone number.
- Trucks/buses:
  - Personnel.
  - COR.
  - Contract number and remarks.
  - Service contractor's name and telephone number.
- Water/fuel trucks:
  - Gallons.
  - COR.
  - Contract number and remarks.
  - Service contractor's name and telephone number.
- Air:
  - Personnel.
  - COR.

- Contract number and remarks.
- Service contractor's name and telephone number.
- Hazardous cargo:
  - Types.
  - COR.
  - Contract number and remarks.
  - Service contractor's name and telephone number.
- Waste/trash disposal:
  - Equipment.
  - COR.
  - Contract number and remarks.
  - Service contractor's name and telephone number.

## HAZMAT Handling Expertise

- Personnel.
- COR.
- Contract number and remarks.
- Service contractor's name and telephone number.

# APPENDIX H

## SLRP CHECKLIST

This appendix provides functional area support considerations for SLRP planning and execution before deployment and upon arrival in the AO. (See app. F for naval SLRP considerations.)

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### Predeployment Checklist

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#### Personnel Responsibilities

Determine or identify the following:

- Uniform/civilian dress requirements for on base and off base and when personnel travel under separate orders.
- Cash requirements and method of currency exchange.
- Customs and cultural and religious do's and don'ts.
- Camera restrictions for all personnel.
- Emergency leave and pay procedures.
- Requirements for in-country ID cards.
- Passport/visa requirements.
- Immunization requirements.
- Mailing address and mail procedures.
- Red Cross service and support.
- Plan for general administrative support.
- Diplomatic pouch/secure communication services available through the AMEMB or US Consulate.

#### Public Affairs Responsibilities

Determine or identify the following:

- Points of contact at the AMEMB or US Consulate.
- Operation/exercise public affairs officer.
- US and foreign interest in operation/exercise.
- Approximate size of press corps/pool.

- Press corps logistics requirements.
- HN press corps/media concerns.
- USMC/USN responsibilities for HN requirements applicable to media.
- MAGTF responsibility to establish a press center.
- Press ID tags.
- AMEMB/US Consulate press policies.
- Embassy/press attaché plans for involvement.
- MSE public affairs officer responsibilities established.
- Photo restrictions from HN for still and video.
- Photographic processing facilities.
- Satellite transmission facilities.
- Communication support for the press corps.
- Off-base billeting for press corps.
- Procedures to obtain the *Stars and Stripes* newspaper (one per five servicemembers).
- Hometown news release procedures.
- Courier service availability to press corps.

#### Legal (SJA or Legal Officers) Responsibilities

- Obtain copies of HNSA and contracts.
- Review HNSA and contracts before signing.
- Determine SOFA.
- Determine US privileges and immunities for operation/exercise.
- Determine procedures to obtain custody of incarcerated servicemembers.
- Determine tax liabilities for personnel entering/leaving the HN.
- Determine US duties/obligations HN has regarding equipment brought into the HN.
- Determine financial obligation to the HN that the US incurs through operation/exercise.
- Establish procedures for claims brought against the US Government.
- Identify HN restrictions on the flow of motor vehicles.

- Determine HN requirements for passports/visas for both entering and leaving.
- Obtain copies of all SOFA, memorandum of understanding, protocols or agreements applicable.
- Establish procedures for reviewing all contracting procedures.
- Report legal restrictions, such as Environmental Protection Agency restrictions, that may have a potential impact on the operation/exercise.
- Determine HN requirements on evacuating human remains.

### **Intelligence (G-/S-2) Responsibilities**

- Determine points of contact with HN and US security officials.
- Determine maps, charts, geodetic, and aerial photo product requirements.
- Obtain terrain analysis of AAA.
- Gather meteorological/astronomical data for analysis.
- Determine location of all US federal agencies in the AAA.
- Identify local intelligence agencies available to support the MAGTF.
- Develop a narrative summary on the threat assessment.

### **MAGTF Operations (G-/S-3) Responsibilities**

- Identify area to be used for arrival and assembly.
- Identify operation/exercise area.
- Identify joint/combined operation/training requirements for US and allied forces.
- Identify all range requirements.
- Determine all special equipment/uniform requirements for operation/exercise.
- Identify training restrictions for weapons, ammunition, and tracked vehicles.
- Obtain all maps and photographs of AAA and operation/training areas.
- Determine supporting combatant commander deployment order requirements.
- Obtain copies of OPLANs that the MAGTF may support.

- Determine NBC threat.
- Determine OPORD/OPLAN requirements of the supported combatant commander.
- Determine translator/linguist requirements.
- Obtain charts showing HN servicemembers rank structure.
- Identify procedures for local EOD support.
- Determine environmental restrictions within AAA that may affect the operation/exercise.
- Determine environmental considerations/concerns for troop commanders.

### **Security Responsibilities**

- Identify security requirements for the SLRP, OPP and advance party in the AAA.
- Determine who will provide security in the AAA (HN/US).
- Identify security points of contact.
- Identify security forces ROE (include air defense and how to disseminate ROE to all personnel).
- Identify HN security procedures within the AAA and the operation/exercise area.
- Determine US personnel mobility within the AOR.
- Determine security considerations for flag officers.
- Determine requirements for HN contracted worker ID cards.
- Identify and report primary/alternate locations for air defense units.

### **Provost Marshal Representative Responsibilities**

- Develop a law enforcement concept.
- Determine special requirements due to HN customs/values; merge those requirements into enforcement.
- Determine customs procedures for arrival and departure.
- Identify POC and location of local police, security, and military agencies.

## Logistics Personnel Responsibilities

- Conduct air transport facilities evaluation:
  - AMC/TALCE requirements.
  - MHE requirements.
  - Temporary passenger shelter.
  - Indoor and outdoor cargo storage areas.
  - Taxi service availability.
  - Bus availability.
  - Shuttle requirements.
  - Convoy routes from arrival airfield to AAA.
  - Ammunition restrictions.
  - Dunnage/crate reclamation procedures.
- Determine availability/requirements for environmentally controlled structures for the following:
  - LFSP, AAOGs, AAOEs.
  - Automated service centers.
  - MAGTF MSEs.
  - Communications centers.
- Billeting information:
  - Requirements by MSE.
  - Locations.
  - Distance from quarters to work spaces.
  - Cost of quarters.
  - Work space for nonmilitary personnel.
  - Tent camp locations.
- Determine water requirements:
  - Source of bottled water.
  - Potability of local water within operation/exercise area and AAA.
  - Water transportation.
  - Water storage capabilities in the operation/exercise area and AAA.
  - Water requirements for medical, messing, and personal hygiene for each MSE.
  - Availability of well water.
  - Whether drilling for water is feasible.
  - Source/requirement for ice and dry ice.
- POL:
  - Understand POL requirements.
  - Analyze costs of shipping POL to AAA vice HNS.
  - Determine HN and DLA/DESC POL sources and availability to the MAGTF.
  - Determine HN POL storage capacity.
  - Provide POL quality control measures.
  - Identify and report location for employment of AABFS and determine water depth for STS fuel transfer sites.
- Ammunition:
  - Identify location of ASPs.
  - Determine whether HN and US safety requirements are compatible.
  - Determine ammunition security requirements.
  - Determine ESQD requirements for ASPs/MPSs.
  - Determine HN availability of explosive drivers/MHE operators.
- Personal hygiene services:
  - Laundry services.
  - Shower facilities.
- Transportation:
  - SLRP/advance party transportation requirements.
  - Convoy routes/escort requirements (US and HN).
  - HN transportation to move troops from arrival airfield to UAAs within AAA.
  - All available information on MSRs, including the following:
    - Speed limits.
    - Rest stops.
    - Refueling points.
    - Remain overnight locations.
    - Road conditions.
    - Road limitations, constraints, and restrictions.
    - Requirements for special permits; i.e., international licenses.
    - SOFA rules governing US forces in case of accident.
    - Vehicle support for very important persons (VIPs).
    - Washdown points/USDA requirements.
  - Passenger, vehicle, and cargo processing areas.

- HN wrecker support.
- HN structural fire truck support.
- Bus and shuttle route requirements.
- Source and rules on rental vehicles.
- Source and rules for use of HN railroads.
- Locations and other restrictive features of bridges, underpasses, and tunnels.
- Determine availability of support for supply systems:
  - Sources, procedures, and stocks available through the nearest US military base.
  - Procedures/authority to purchase all classes of supply from the HN.
  - Storage areas (covered/uncovered) for supply personnel's use.
  - Facilities' capabilities to support supply functions.
- Land/facility rental.
- Vehicle and other equipment rental.
- Vehicle maintenance support.
- Wrecker support.
- HN security personnel.
- Printing services (copiers and road maps).
- Determine anticipated costs.
- Identify support requiring HNSA.
- Identify support requiring other than HNSA.
- Negotiate HNSA with higher headquarters.
- Establish methods for handling funds.
- Identify agents that can certify funds availability.
- Indicate local purchase requirements.
- Determine if local transactions will be cash or charge.
- Estimate and obtain imprest funds.
- Identify source and procedures for fund conversion.
- Identify contracting procedures.
- Establish procedures for MAGTF contracting agent to write contracts during initial deployment of the main body.
- Determine HN reimbursement requirements.

### **Comptroller or Designated Representative Responsibilities**

- Contract information:
  - Determine all known contracting requirements.
  - Establish funding procedures.
  - Identify primary agent for finances.
  - Determine source for contracting agent.
- Criteria for contracts include the following:
  - Cost.
  - Purpose.
  - Contractors involved.
  - COR assignments.
- Areas that may require contracts, such as the following:
  - POL.
  - Water ice/dry ice.
  - Electricity (MEP backup, commercial and hook-up prices).
  - Billeting (officer, enlisted, VIP, male, and female).
  - Industrial services (trash, laundry, portable heads, and sewage disposal).
  - Engineer services (preparation of land, ditching, and stump removal).
  - Messing, dining, and catering services.

### **Medical Personnel Responsibilities**

Only a qualified plans, operations, and medical intelligence officer, environmental health officer or a preventive medicine technician will be assigned to the SLRP to evaluate capabilities of the nearest medical facilities and support services. Evaluation criteria should include the following:

- Location.
- Distance from AAA.
- Inpatient capacity.
- Number of HN physicians assigned to or on staff.
- Number of nurses and ancillary personnel.
- Types and numbers of medical specialties available.
- Outpatient care capabilities.
- X-ray capabilities including scope and range.
- Laboratory services.

- Dental facilities.
- Number of dentists, hygienists, and dental technicians.
- Dental laboratory/X-ray services including range and scope.
- Number of dental surgeons and status of equipment.
- Food service facilities within the hospitals and their sources of food supplies.
- Sources for water, fuel, and storage facilities including electrical power.
- Methods of disposal for all types of waste including biohazardous waste.
- Location and evaluation of local sources of medical supplies, to include time line for request for delivery of supplies.
- Determine the number of ambulances to include type, condition, maintenance support required and types of fuel used.
- Determine the number of qualified ambulance drivers and emergency medical technicians.
- Determine if MEDEVAC is available and locations of landing zones in relation to medical facilities.
- Identify general medical information that may affect the general health of MAGTF personnel, including the following:
  - Topography.
  - Climate.
  - Insects.
  - Rodents.
  - Poisonous reptiles (land and water).
  - Communicable diseases in the AOR, including history of disease in the area.
  - Domestic and wild animals, including veterinary assistance.
  - Special requirements.
- Evaluate the following socioeconomic features of the local population and how those features may affect the general health of MAGTF personnel:
  - Living conditions/life styles.
  - Customs and religions.
  - Addictions.

- Determine effectiveness of procedures employed to control insects and rodents.

### **Communications Personnel Responsibilities**

- Determine frequency requirements.
- Determine available frequencies.
- Identify requirements to establish a communications link between the AAA and the US Embassy.
- Determine if the climate of the AAA may adversely affect the operation/exercise communications.
- Determine requirements for the MAGTF DMS, NIPRNET, and SIPRNET including facility availability and HNS.
- Determine location of closest classified material disposal facility (shredding facility).
- Cryptographic information:
  - Cryptographic account number and mailing address.
  - Distribution procedures for cryptographic material.
- Nontactical radios available:
  - Nontactical radio systems in use.
  - Frequency and power and range.
  - Frequencies available.
- DOD communications agencies:
  - Military Affiliate Radio System (MARS).
  - Describe local facility.
  - Determine accessibility.
  - Location of facility and name of POC.
  - DSN/Automatic Digital Network (AUTODIN). Determine common user military network availability:
    - Availability on base.
    - Circuits available.
    - Alternate routing capability.
    - Teletype equipment for duplex pony circuit.
- Determine communications requirements to support training areas.
- Determine tactical communications requirements to support the following:
  - MEDEVAC operations.

- Local security within the AAA.
- HN/multinational liaison parties.

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## **In Country Checklist**

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The information in this paragraph aids the SLRP in evaluating and preparing the AAA once the SLRP arrives in country.

### **Personnel Responsibilities**

Determine or identify the following:

- Restrictions for servicemembers and civilians attached to the MAGTF.
- Local regulations for casualty control procedures with specific emphasis on processing remains of deceased personnel.
- Morale, welfare, and recreational support and cultural tours available.
- Automated teller machine locations for direct deposit used by personnel.
- Verify all personnel's predeployment checks.

### **Public Affairs Responsibilities**

- Verify all public affairs predeployment checks.

### **Legal Responsibilities**

- Determine jurisdiction rules over MAGTF personnel in the event of crimes or accidents.
- Determine reports in the event US personnel are detained by police.
- Verify all legal predeployment checks.

### **Intelligence Responsibilities**

- Conduct CI survey to help commanders establish systems, procedures, and safeguards to protect military installations, personnel and organizations from espionage, sabotage, terrorism or subversion.
- Verify all intelligence predeployment checks.

### **Operations Responsibilities**

- Verify all ranges for joint and special/follow-on training.
- Finalize plans to organize and mark the AAA to include areas for the SLRP.
- Determine drop zone requirements for air delivery.
- Finalize locations and numbers of lighterage landing zones.
- Finalize command post locations that are for use by military units participating in the operation/exercise but are not part of the MAGTF or MPF operation.
- Verify all operations predeployment checks.

### **Security Responsibilities**

- Establish joint and multinational security requirements.
- Identify and verify all off-limits areas to US forces.
- Determine HN escorts for movement outside the AAA and identify the following:
  - Who coordinates the escorts.
  - If escorts speak English.
  - Who briefs the mission to the escorts.
- Determine restrictions on US personnel carrying weapons and ammunition outside the AAA.
- Finalize the security plan overlay to cover the following areas (if applicable):
  - Airfield.
  - Port/beach/anchorage.
  - Roads/MSRs.
  - Billeting areas.
  - Assembly areas.
  - Ships.
- Verify all security predeployment checks.

### Provost Marshal Responsibilities

- Analyze effect that existing political agreements or SOFAs will have on law enforcement activities.
- Determine off-limit areas/establishments and discuss distribution limits and methods.
- Determine security requirements for ammunition, weapons and equipment; establish plan to implement required controls.
- Verify all provost marshal predeployment checks.

### Logistics Responsibilities

- Camp services, engineer services, and utilities requirements:
  - Survey sites.
  - Determine areas affected by adverse weather.
  - Evaluate road networks.
  - Finalize construction projects and class IV requirements.
  - Finalize requirements for water supply and MEP to include source and expected dependability.
  - Determine latrine availability, type, location, capacity, and balance against known requirements.
  - Verify plan for refuse disposal, including environmental considerations.
  - Determine shower capacity, availability, capacities, and locations.
  - Determine vehicle washdown sites.
  - Verify fire protection information.
  - Finalize rules on construction projects performed by participants.
- Verify the location of desalination plants.
- Verify the recommended locations of ROWPU/water points.
- Verify the location of ice/dry ice plants.
- Finalize messing information as follows:
  - Number of prospective areas.
  - Number of personnel that require mess support.

- Total number and frequency of hot meals versus MREs.
  - Existing dining facility capabilities.
  - Availability of local contractor support.
  - Availability of MRE supplements.
  - Refrigeration requirements.
  - Ration resupply cycle.
  - Construction support for required dining facility set-up.
  - Establishment of initial messing hours.
  - Identification of ration resupply point location.
  - Ration distribution system.
  - Ration storage capability.
  - Picnic supply request procedures for local/HNS.
- Verify all logistics predeployment checks.

### Comptroller Responsibilities

- Finalize criteria for contracts.
- Determine any costs not anticipated.
- Verify all comptroller predeployment checks.

### Medical Responsibilities

- Verify general state of repair for all facilities and ancillary buildings.
- Locate and evaluate local sources of medical supplies.
- Determine adequacy of road nets for ambulance patient evacuation routes.
- Establish liaison with government agencies; e.g., the US Agency for International Development; international organizations (United Nations and Red Cross); and nongovernment organizations (Catholic Relief Services and Save the Children) currently operating in the area.
- Verify all medical predeployment checks.

### Communications Responsibilities

- Finalize the communications plan.
- Determine requirements for peculiar communications equipment.
- Determine estimated cost for communications support including leased lines, batteries, and special installation and facilities.

- Obtain copy of the local telephone book.
- Finalize HNS/commercial communications support capability.
- Locate and evaluate sites for commercial telephones:
  - AAA telephone systems ability to support the MAGTF.
  - AAA cable plant. Determine the number of cable pairs in the AAA; cable pairs in use; and spare cable pairs.
  - Commercial or US Government-owned systems ability to support the MAGTF.
  - Evaluate the following:
    - Type of equipment.
    - Circuit layout.
    - Data interface capability.
    - Electric power source available.
    - Cryptographic equipment (on/off line).
- Verify all communications predeployment checks.

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### **Force Protection Assessment**

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A force protection assessment is conducted by the SLRP or advance party to identify overall force protection issues and develop a comprehensive force protection plan before operations start.

### **Threat Assessment**

Assess the overall threat risk to US personnel, equipment, and ships, including chemical, biological, and radiological attack. Classify threats as follows:

- High.
- Medium.
- Low.
- Normal/peacetime.

Identify source documents for the threat assessment, such as the theater combatant commander's special intelligence summaries, NCIS, and Service CI reports or AMEMB reports.

The assessment should include a compilation of the threats compared against the overall ability of

the friendly organizations in the AO to guard against them. Tables H-1 through H-5 provide formats to help organize friendly organization information that may support the MPF force protection effort.

### **HN Ground Forces (Rear Area Command)**

- Command.
- Address.
- Telephone.
- Agency head, chief or commander.
- Point of contact.
- Communications:
  - Landline.
  - Message plain language address directory (PLAD).
  - Radio (with frequencies).
  - E-mail.
  - Responsibilities/AOR.
  - Interface with civil authorities.

### **Site Security**

- Attach diagram of operating sites.
- Site access.
- Field of fire layouts (surveillance and weapons) (indicate on site diagram) coverage, shadows, and gaps.
- Geographic/physical conditions:
  - ROE/terrorist conditions.
  - Forces assigned to site security.
  - Reporting relationships.
  - Communications:
    - Landline.
    - Radio (with frequencies).
    - Data links to FPOC.

### **General Comments**

- Self explanatory.



**Table H-3. Land Forces (Sample).**

Unit	Capability	C <sup>2</sup>	Reporting Relationship	Augmentation/Support Requirements

**Table H-4. HN Military Installations (Sample).**

	Installation A	Installation B	Installation C
Base Name/Command			
Mission			
Forces			
Address			
Commander			
POC			
Telephone			
Message PLAD			
E-mail/SIPRNET			

**Table H-5. Other/Multinational Military Installations (Sample).**

	Installation A	Installation B	Installation C
Base Name/Command			
Mission			
Forces			
Address			
Commander			
POC			
Telephone			
Message PLAD			
E-mail			

# APPENDIX I

## OPP CHECKLIST

This appendix provides MPF operators and planners with information on OPP requirements. It addresses OPP tasks in an ideal scenario where the OPP deploys to meet MPSs before they arrive in the AAA. The sequence of events may vary based on the real world situation, however, most OPP tasks remain the same.

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### Critical Factors Affecting Time to Offload Ships

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- When the OPP deploys to meet MPSs.
- OPP size.
- Tools, supplies, and test equipment available to OPP.
- Training and experience of OPP personnel.
- Safety considerations.

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### Sequence of Events

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- The OPP OIC is designated by the CNSE.
  - Offload priorities are established by the MAGTF commander and coordinated with the CMPF.
  - The OPP OIC receives offload priorities from the MAGTF commander via the AAOG.
  - The OPP headquarters is collocated with COMPSRON and individual MPS detachments. Each detachment is composed of USN and MAGTF personnel, each with specific responsibilities.
  - The OPP OIC will liaison with MPSRON personnel to determine the maximum number of personnel that can embark in accordance with each ship's USCG COI.
  - The OPP receives equipment operators from all MAGTF elements and the NSE.
- OPP ADPE, technical publications, test equipment, and required reports are collected, inspected, and prepared for embarkation.
  - OPP equipment and materials prepared for embarkation are moved to the MPS. The OPP OIC coordinates with COMPSRON and the ship's master regarding OPP arrival.
  - The OPP undergoes preembarkation and safety training, conducts initial briefs for subordinates, and develops a plan to accomplish work while embarked.
  - The OPP OIC initiates the OPP's security requirements.
  - The OPP is transported to the MPSRON.
  - An OPP representative with the ship's first mate inspects and accepts berthing areas for OPP personnel.
  - The OPP OIC receives direction on shipboard activities from COMPSRON and the ship's master.
  - An OPP representative validates the ship's load plan and conducts an inventory of the major MPE/S and NSE equipment. Special attention is given to identify any changes in the ship's load plan that may affect the planned sequence of offload.
  - The OPP starts work and checks ships' readiness. Standard work priority for an instream offload (barring other direction from the MAGTF commander) follows:
    - Ship cargo handling systems; e.g., cranes or winches.
    - Lighterage.
    - NSE communication equipment.
    - NSE equipment for instream and beach offload.
    - MHE to support the offload.
    - Depreservation and preparation of MAGTF equipment.
    - Fuel/water discharge systems.

- OPP members who remain on board to continue work form the nucleus of the debarkation teams; problems that may affect the offload are corrected.
- The STS system is activated.
- Final visual inspection of vehicles, equipment, and cargo is conducted. Equipment that must operate during the offload requires a preoperation check and service inspection. Cargo and mobile loads are inspected to ensure that unsafe situations or damage occurs.
- OPP supervisors (chief petty officer [CPO]/staff noncommissioned officer [SNCO]) of troops ensure that preparations for space turnover (cleaning of berthing spaces) are completed.
- The OPP establishes communications with the SLRP to identify and recommend corrective action for any problems that may affect the offload.
- The OPP is disestablished after arriving in the AAA. Personnel to be transferred from the OPP to other task organizations in the offload are identified and assigned as early as possible to ensure a smooth, safe, and orderly transfer.
- Check for visible oil and brake fluid leaks.
- Visually inspect tracks for excessive cracks.
- Check cooling systems for evidence of leaks.
- Check belt tension.
- Remove sealing material from intake and exhaust openings and remove other protective covers.
- Check fluid levels for engine, transmission, transfers, and differentials.
- Ensure that fuel filters are installed and serviceable.
- Inspect lube points on all undercarriages.
- Check and install battery connections if equipment will be issued.
- Obtain ship's master's approval to connect batteries.
- If equipment is being offloaded for modification or maintenance, use the ship's direct current or portable start carts and cables to start engines.
- If vehicles are stowed without batteries, activate the batteries with electrolyte before installation.

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## Tasks

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Tasks include, but are not limited to, the following:

- Locate MAGTF equipment to match and validate the ship's load plan.
- Identify MPE/S per guidance established by the MAGTF commander and identify the equipment assignment. *To speed the ID, assignment, and distribution process for equipment, the MEF responsible for a particular MPSRON will use a tag or marking system to identify MPE/S assignment to the MAGTF MSEs. Ensure permanent damage does not occur when the equipment is tagged or marked. The MEF's major subordinate commands will further distribute equipment down to battalion and squadron levels in MDSS II.*
- Conduct preoperations checks and make adjustments:
  - Visually inspect tires for proper inflation.

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## CAUTION

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**If the vehicle is stored with dry charged batteries installed, use extreme caution when activating batteries. Electrolyte can cause injury if spilled or splashed on skin or in eyes. Flush overfills or spilled acid from vehicle surfaces. These instructions also apply to batteries supplying power to auxiliary equipment mounted on vehicles. Before connecting battery terminals, ensure all electrical switches and auxiliary power switches are in the off position.**

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- Add fuel additive to fuel tanks as required. If gasohol is available, use it in vehicles or other equipment with gasoline engines; if not, service with gasoline. Preserved gasoline engines are much easier to start and require fewer adjustments when energized with gasohol.
- Remove barrier tape from battery terminals and clamps.
- Connect battery cables to batteries for proper connection.

**CAUTION**

**Extreme caution must be exercised to properly connect batteries to avoid damage to the vehicle electrical system.**

- Start equipment when authorized by the ship's first mate. After warming-up, accelerate to approximately one-half power. Observe engine noise or vibration response. If satisfactory, the vehicle or equipment is ready for offload.
- Tag equipment as determined by the MAGTF commander; indicate maintenance performed. Attach all tags to the left front near the headlight. An example of a tag system to identify maintenance status follows:
  - Green Tag: RFI.
  - Yellow Tag: Minor repairs/adjustments required. Equipment is considered safe to operate. Repairs/adjustments required will be annotated on the tag.
  - Red Tag: Major repairs required. Operation of equipment will seriously damage equipment or cause harm to operator or crew. Major repairs required will be annotated on the tag.
- Install associated weapons systems and SL-3 components as required.
- Unlash equipment when directed by the ship's master when near the AAA and weather permits.
- Secure publication binders in their bins.
- Refuel equipment when approved by the ship's master. If auxiliary containers are used, ensure they are clearly marked to identify the type of fuel they contain. There are refueling points on the RO/RO decks to provide fuel to vehicles before debarkation.
- Identify MPE/S to be towed off the lighterage:
  - Trailers, gasoline-powered vehicles, and towed artillery pieces will be towed from the ship to the staging/maintenance area.
  - Self-propelled assets will be driven off unless precluded by local conditions or special instructions concerning the equipment. If equipment is being offloaded for maintenance or modification, use portable battery packs.
- Clean billeting spaces and conduct turnover inspection.



# APPENDIX J

## DEBARKATION TEAM OFFLOAD CHECKLIST

Debarkation teams are MAGTF and Navy personnel provided to the OCU for each ship of the MPSRON. Responsibilities include equipment offload preparation and equipment operation.

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### Sequence of Events

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- The OIC coordinates with the SLRP and OPP to assign personnel for the offload.
- Assigned personnel are organized into teams to execute the offload.
- The OIC meets with NAVCHAPGRU representatives, the ship's master, and MCMC to discuss the offload.
- Training is provided to team personnel.
- Special equipment (radios, etc.) provided by the MCMC for use during the offload is temporarily loaned.
- Communication nets and data links with offload control organizations are established.
- Offload is conducted.
- Work spaces and holds are prepared for turn-over inspection.
- A debarkation team assists in securing MPSs to get underway or backload.

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### Tasks

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- Start appropriate vehicles' engines.
- Move equipment to the hatch square or main deck for crane lift-off.
- Move trailers, powered motor vehicles that do not run, and hold-stowed artillery pieces to the hatch square lift-off point.
- Move skid-mounted equipment, tools, communications and electronic equipment, and other packaged items to the hatch square lift-off point.
- Assist NAVCHAPGRU personnel with the hook-up for slings and spreader bars.
- Drive equipment down the stern ramp to lighterage or pier.
- Position equipment on lighterage when using an RRDF.
- Inspect the ship's holds and berthing spaces. Packing materials and components (disassembled and removed during preservation) must be collected and safeguarded to be reused for the backload.
- Attend all offload safety training/briefs.
- Identify problems associated with MPE/S or ships to the appropriate person or organization.



# APPENDIX K

## ACO ARRIVAL AND ASSEMBLY AIRFIELD SITE SURVEY CHECKLIST

This two-part checklist is used by the ACO as a member of the SLRP. Much of the information required to complete the airfield site survey can be obtained from appropriate HN airfield officials. This information should be used in conjunction with survey analysis provided by US Air Force personnel and the current HQ AMC Airfield Suitability and Restriction Report (ASRR).

Part I, Airfield Suitability, determines what types of aircraft (C-5, 747, C-17, KC-135, KC-10, DC-9, and L-1011) can use the airfield and identifies information useful to the MAGTF ACE.

Part II, Airfield Support, determines if the airfield has the facilities to support arrival airfield operations.

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### Part I, Airfield Suitability

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#### Airfield Information

- Airfield name.
- Airfield location.
- Elevation and terrain features.
- Date the survey was completed.
- Who conducted the survey?
- HN airfield representatives.
- Arrival airfield operations.
- Arrival airfield operating hours.
- Will US controllers be required to operate arrival airfield?
- Determine and balance airflow restrictions against anticipated dates and timing of anticipated airflow.
- Airspace management procedures for tactical operations within the AOR.
- Special ATC procedures.

- Total number and types of aircraft involved in the operation.
- All obstructions within 25 nm.
- Fuel requirements.

#### Runways

A runway description will provide relevant information on the limitations and features of the airfield's runways. In addition to the checklist items, the ACO should also prepare an airfield diagram. To prepare data for runways, taxiways, and parking areas, list the published runway, taxiway or apron strength using the following designators:

- T: Twin gear rating.
- ST: Single tandem gear rating.
- TT: Twin tandem gear rating.
- TDT: Twin delta tandem gear rating.
- ESWL: Equivalent single wheel loading.
- LCN: Load classification number.

#### Runway Data

- Designation.
- Length, width, and gradient.
- Surface/composition/capability
- Condition.
- Slope.
- Published strength.
- Weight limit restrictions imposed by HN or other agency.
- Centerline marked.
- Distance markers.
- Approach lights.
- Threshold lights.
- Visual approach slope indicator lights.
- Shoulders (surface/width/condition).

- Overrun area (length/surface/condition).
- Obstructions (location/type/height).
- Approach illusions (describe).

### **Taxiways**

- Designation.
- Length and width.
- Surface type.
- Condition.
- Slope.
- Published strength.
- Weight limit.
- Marked centerline.
- Edge limits.
- Stabilized shoulder.
- Stabilizing surface.
- Stabilized width.
- Obstructions.
- Traffic density.
- Maximum taxi time from parking area to ready hold line.

### **Parking Areas**

- Designation.
- Length and width.
- Surface type.
- Condition.
- Slope.
- Published strength.
- Weight limit.
- Taxi stripes.
- Tie-down rings.
- Grounding points.
- Stabilized shoulders.
- Stabilizing surface.
- Stabilized width.
- Lighting.
- Obstructions.
- Remote (explosives/weapons loading) parking space availability.
- FW and RW parking areas.

- Maximum (normal/emergency) parking capability:
  - Distance between aircraft.
  - Aircraft type (wing span/length).
  - Load bearing capacity (United States Air Force responsibility).
  - Landing gear by plane type.
- Aircraft rescue and firefighting plan.

### **Engine Blast**

- Can engines be run-up to maximum power in parking position without damage to ground surfaces or structures?
- What is the engine trim pad availability for maximum power run-up?
- Is a blast fence installed or planned for engine trim pads?
- Will other aircraft, structures or surfaces be damaged by engine blasts from applying breakaway power when moving from parking spots?
- Will other aircraft, structures or surfaces be damaged from taxi power application as the aircraft follows designated taxi routes to and from parking areas?
- What are the conditions of surfaces regarding possible repair, foreign object damage, and engine blast damage?

### **Aircraft Movement**

Annotate movement paths on airfield diagram to and from the following:

- Refueling area.
- Onload and offload area.
- Maintenance area.
- Difficulties of ground movement.
- Areas not accessible to aircraft.
- Official aircraft taxi routes.

### **NAVAIDS**

- VHF omnidirectional range.
- Tactical air navigation (TACAN).
- Radar beacon.
- Instrument landing system.

- Precision approach radar (PAR).
- Airport surveillance radar (ASR).

### **Instrument Approach Procedures**

- Can standard instrument departure be used in lieu of radar vectors?
- Are procedural changes, equipment replacements or additions to existing facilities expected?

### **Preparing Data**

If the preliminary data source is the current flight information publication (FLIP) or ASRR, confirm data with appropriate airport officials/civil engineers. Confirm any obstacle data listed in the current FLIP.

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## **Part II, Airfield Support Checklist**

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### **Airfield Operations**

#### **Operations Facility**

- Adequate rooms or buildings for all ACE activities.
- Other agencies working at airfield?
- Methods and means for control of classified material.
- Capability to run ADPE/communication data links.
- Will the facility hamper the MAGTF security plan?

#### **Control Tower**

- Is view of all areas unobstructed?
- Any equipment limitations for guarding and transmitting on landing group frequencies?
- Are maps, crash grid maps, charts, and diagrams up-to-date?
- Tower facility operator.
- Does control tower require MAGTF augment?
- Control tower frequency:
  - Determine who controls frequency.

- Identify language spoken on frequency.
- Pilot forecaster service frequency.
- Ground control approach as follows:
  - Radar call signs.
  - Frequency.
- Aircraft reporting procedures.
- Identify information on the long-range aid to navigation system, COMSEC, and NAVAIDS.

### **Weather Detachment Facilities and Capabilities**

- Agency responsible for observations.
- Points of contact and telephone numbers.
- Observation hours.
- Observation site location.
- Upper air observations available.
- Radio sound instrument/scheduled time.
- Upper-level wind measurements.

### **Weather Forecast Support**

- Domestic or foreign.
- Agency responsible for forecasts.
- Forecasting hours.
- Weather warnings/advisories provided.
- How observations/forecasts are transmitted.
- Pilot to forecaster service available.
- Weather data/communications equipment linked with US equipment.

### **HN/Base Weather Detachment Equipment Availability**

- Radar type.
- Wind equipment type.
- Visibility equipment type.
- Equipment maintenance performed locally.

### **Weather Briefs**

- In English.
- Flight folders (headwind or temperature).
- Computer flight plan.
- Alternate sources of weather information.
- Service contracts required.
- Future plans to increase/improve service.

- Unique weather problems or hazards.

### **Climatology**

- Type of information available.
- Period of record.
- How climatological information is obtained.

### **Communications Support**

- Determine if there is a communications unit or a need to rely on the HN.
- Identify the POC for HN communications.
- Obtain a copy of the airfield map/telephone directory.
- Identify flight line communications:
  - Fixed station support availability.
  - Vehicle-mounted support available.
  - Additional support available through HN:
    - UHF/VHF.
    - Radio type quantity and nomenclature.
    - Frequencies available.
- Evaluate telephone system:
  - Is airfield linked to a telephone exchange?
  - Commercial telephones available.
  - With whom the direct circuit is linked.
  - What type of equipment, switchboard or console is available?
- Identify DSN support available:
  - Quantity and types of lines.
  - Highest precedence for DSN support (flash/priority).
  - Maximum call area.
  - Local DSN number and prefix.
- Identify source for secure voice (STU III):
  - Type.
  - Number/listing.
- Types of recorded communications:
  - Teletype/FAX.
    - Highest security classification.
    - AUTODIN terminal.

- Digital subscriber terminal equipment type AE, afterburner.
- Mode V, IG.
- Distance between airfield and communications center.

### **Communications Suitability**

- Is area available for full communications layout?
- Power available (voltage/frequency).
- Are facilities dispersed?
- Geographical and topographical conditions:
  - Site elevation.
  - Soil type.
  - Soil load-bearing capabilities.
  - Leveling restrictions.
  - Vegetation.
  - Surrounding terrain.
- Obtain a map showing a 300-mile radius from radar element.
- Are signal cable length requirements adequate?
- Electromagnetic capability:
  - Adjacent channel.
  - Co-channel.
  - Intermodulation.
  - Interference with power lines and highways.
- Antenna radiation pattern clearance zones.
- Commercial base power supply (voltage/frequency).
- Are hardstands available for mobile communication vans?
- Do access roads allow for easy egress/ingress?
- Hazards of electromagnetic radiation to ordnance restrictive areas within the airfield.

### **Adjacent Radar Element**

- Type/equipment.
- Coverage.
- Unit operating, call signs, and frequencies.
- Connectivity.
- Circuit availability.

- Radar coverage chart with call sign direction finding fixer frequencies.

## ATC

- Approach control.
- Publish let-down information.
- Type of operations:
  - Visual flight rules.
  - Instrument flight rules.
- Control towers (guidance control approach frequency information including primary, secondary, UHF and VHF airway frequencies):
  - Remarks/reliability - hours of operation.
  - Types:
    - HF radio.
    - VHF radio.
    - UHF radio.
    - VHF DF.
    - UHF DF.
- Availability of the following NAVAIDS:
  - Very high frequency omnidirectional range station.
  - TACAN.
  - Radar approach control (ASR/PAR) 24-hour control.
  - Instrument landing system (localizer/glide slope/middle marker).
  - Low frequency, medium frequency radio beacon automatic direction finding.
  - UHF radio beacon.
  - Radar beacon.
- Visible navigational facilities availability:
  - Remarks.
  - Degree of reliability.
  - Hours of operation.
  - Types:
    - Integrated visual approach landing aids.
    - Visual approach slope indicator.
    - Strobe.
    - Fresnel lens.
    - Other.

## Support Facilities

- Federal Aviation Administration.
- JFACC/area air defense commander.
- MARS.
- HN civil/military aeronautics agency/ATC service.
- Search and rescue support.
- US Armed Forces.
- Multinational/HN support.
- Communications net requirements.

## Airfield Security Support

- Overall security measures at airfield.
- Controlled access to flight line.
- Temporary weapons storage available for passengers.
- Passenger security checks.
- Guards provided (US/HN civilian/HN military).

## Airfield Firefighting Support

- Number of personnel required by local regulations.
- Rescue crew billeting and dining support.
- Protective clothing for crash crews locally available.
- Crash truck foam resupply available locally.
- Acceptability of HN firefighting vehicles for use by MAGTF personnel.
- Ambulance availability.
- Crash net communications requirements.

## Airfield Logistics Support

- De-icing equipment availability.
- AGSE availability:
  - Power units by type.
  - Air carts.
  - Hydraulic test stands.
  - Air compressors (low/high pressure).
  - Heaters.
  - Light carts.

- Jacks.
- Maintenance stands.
- Maintenance and supply facilities:
  - Repair capabilities in existence.
  - Facilities available for specialist dispatch tools.
  - Airfield source of supplies compatible with MAGTF supply system.
  - Availability of runway clearing vehicles (sweepers or snow removal).
- POL services:
  - Type of aviation fuels available.
  - Liquids to be stored in drums in the storage area (not aviation fuels) determined and marked.
  - Turnaround time (minutes) to service equipment and to leave the service area.
  - Are POL storage areas being closed or phased out?
  - Is aviation fuel the only product available?
  - Inspection/inventory of bulk storage facilities.
  - Maximum fuel storage capacity by grade of fuel.
  - Quality control procedures established.
  - Source of POL products/maximum receipt and storage capability at airfield.
  - Can water from heating plants be used in lieu of demineralized water (distillate), and is liquid oxygen available?
  - Fuel supplied year round.
  - Receiving capacity by grade of product.
  - Fuel servicing by truck or pipeline.
  - Type of POL hydrant.
  - Number of lateral lines leading from hydrant.
  - Number of outlets or refueling points located on hardstands.
  - Types of aircraft that can be refueled.
  - Receiving capability for flow rate from bulk storage to hydrants.
  - Types of aircraft that can taxi on and off hydrant outlets.

- Outlets spaced far enough apart to permit simultaneous parking of more than one aircraft.
- Will aircraft parked on outlet block taxiway?
- Availability of jet engine oil.
- Low pressure gaseous oxygen availability.
- Fuel service vehicles by grade of product, capacity, and discharge rate.
- Availability of hydraulic fluid, gear box oil, and transmission oil.

### **Airfield Maintenance Support**

- Hangars, storage, and maintenance buildings.
- Docks.
- Availability of portable shelters.
- Washracks.
- Facilities to repair instruments and controls.
- Facilities for maintenance administration.
- Aviation repair parts storage areas.
- Facilities to store and protect special tools.
- Technical libraries.
- Avionics maintenance functions:
  - Communications-navigation.
  - Electronic countermeasures.
  - Automatic flight control instruments.
  - Calibration control labs.
  - Mission systems.
  - Weapons systems.
- Location of communication maintenance facilities:
  - Air communications equipment.
  - Field radar equipment.
  - Ground communications equipment.
  - Mock-ups.
- Supply support at airfield:
  - Resources (station/housekeeping sets).
  - Base coordinated general supply support:
    - Supporting air logistics coordinators.
    - Defense shipping authority activities.
    - Stock levels at the activities.
    - Open purchase procurement.
    - Class V(A).
    - Aircraft engines.

- Photographic equipment and film.
- Communications equipment and spares.
- POL stock (all types and grades).
- Emergency MEP for airfield facilities and communications.

### **Class V(A) Ammunition Support**

- Map of available munitions maintenance and storage areas.
- Availability of HN munitions maintenance support:
  - Trained and qualified personnel.
  - Munitions test and assembly equipment.
  - Munitions handling and delivery equipment.
  - Availability of technical library.
  - Availability of munitions preload facility.
- HN EOD support available and regulations on their employment.
- HN/base security availability.

### **Ammunition Service Capabilities**

- Ammunition loading facilities and equipment:
  - Storage space available in ft<sup>2</sup>.
  - AGSE equipment availability.
  - Warehouse tractors.
  - Crane trucks.
  - Straddle trucks.
- Bomb service trucks.

### **Parking Aircraft Loaded with Munitions**

- Parking satisfies ESQD requirements.
- Prohibited zones for explosive-laden aircraft.
- Facilities within the safety clear zones.
- Any additional remarks.

### **Evaluation of Airfield Facilities**

- Services at the cargo terminal:
  - Space available.
  - Aircraft loaders.

- Pallet/containers.
- Pallet/cargo scales.
- Truck loading ramps.
- MHE lot and maintenance facility location.
- Airfield cargo storage areas:
  - On airfield.
  - Overflow away from the airfield.
  - Outside storage (ft<sup>2</sup>) (fenced/lights).
  - Availability of nose docks.
  - Covered storage (ft<sup>2</sup>).
  - Vehicle parking capabilities (dimensions, wheeled/tracked).
  - Hazardous cargo build-up area.
  - Distance to remote parking area.
  - Type of surface in cargo storage areas.
  - Bermed areas (height/uses/type).
  - Special instructions for cargo areas.
- Passenger facilities:
  - Location/maximum capacity.
  - Boarding ladders (type/height/capability).
  - Billeting availability.
  - Messing availability.
- Airfield throughput capabilities:
  - Capability to receive, offload, process, and clear MAGTF/NSE cargo and passengers.
  - Method of transportation for moving arriving personnel, cargo, and equipment to staging areas.
  - Distance between nearest railheads with the capacity to load wheeled and tracked vehicles.
  - Number and types of major roads servicing the airfield. Identify any movement restrictions that may exist.
- Airfield fleet services:
  - Latrine service truck (type/capacity).
  - Trash disposal trucks.
  - Shuttle buses.
  - Flight line transportation.
  - Dispatch procedures.
  - Fleet maintenance facilities.



# APPENDIX L

## BEACH AND PORT OPERATIONS CHECKLIST

This appendix is for SLRP NSE, BOG, and POG members when evaluating beaches and ports. The OCU will also use this checklist to determine lighterage requirements, lighterage configurations, and other types of craft that may be used during the offload.

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### Beach Operations

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#### Preliminary Data Required in the Planning Phase

- Prevailing winds.
- Refraction diagram.
- Prevailing sea and swell.
- Beach slope.
- Beach irregularities.
- Prevailing surf.
- Currents.
- Tides.
- Beach composition.
- Ability to use the following equipment:
  - ROWPU.
  - AABFS.
  - Amphibious assault bulk water system.
- Trafficability of beach.
- Grid coordinates of left and right limits of the beach.
- Offshore obstructions.
- Littoral drift.
- Datum points.
- Sounding interval.
- Sounding lines.
- Underwater obstacles.

#### Data Required to Begin Instream Offload

Surf swell conditions include significant breaker height, depth, and angle of breakers to the beach, wave length directly outside the breaker line, and period of breakers. Other conditions follow:

- Tides.
- Currents (longshore).
- Depth of water and beach gradient.
- Beach features (width of the surf zone).
- Sea state.

*Note: aerial reconnaissance of projected offload sites should be conducted as soon as possible after sites are established. Reconnaissance results will permit for adjusting and correcting the original forecast.*

#### Surf Observation Reports

Depending on the specific operation, surf conditions are reported by various organizations such as SEAL teams, beachmasters or force reconnaissance. These SUROB reports are essential to assist decisionmaking regarding the timing of an instream offload, and are passed to the CMPF, OCU, and OCO for action. Information includes the following:

- Initial report: establishes starting point for beach operations.
- Periodic reports: submitted twice daily when conditions change after the offload starts. Additional SUROB reports are prepared as needed to maintain a safe offload.
- To complete a SUROB report, observers watch 100 breakers, then report findings for a given date and local time. Report elements are shown in table L-1:

**Table L-1. SUROB Report Elements.**

Index	Description
ALFA	Significant breaker height: the average height of the one-third highest breaker on that beach.
BRAVO	Maximum breaker height: the highest breaker observed on that beach.
CHARLIE	Period of breaker: the time interval between breakers.
DELTA	The types of breakers and percentage of each.
ECHO	Breaker angle: the acute angle, in degrees, that a breaker makes with the beach and its direction relative to the beach (right/left flank).
FOXTROT	Littoral current: The longshore current's direction and speed.
GOLF	The number of lines of breakers in and the width of the surf zone measured in ft.
HOTEL	Remarks: information important to landing operations; e.g., wind direction and velocity; visibility; debris in the surf zone; secondary wave system; or dangerous conditions.

SUROB report information is processed accordingly by the PCO using modification tables. The final product is an abstract number called the *modified surf index* (MSI). (The MSI is a single dimensionless number that provides a relative measure of the conditions likely to be encountered in the surf zone.) For reported or forecasted conditions, the MSI is a guide to judge the feasibility of landing operations for each type of lighterage and amphibious vehicles.

### MSI Calculation

When applied to a known or forecasted surf condition, the MSI calculation provides the commander with an objective method of arriving at a safe and reasonable decision with respect to committing lighterage and amphibious vehicles. The *modified surf limit* (MSL) is the maximum surf that should be attempted for routine operations. If the MSI exceeds the MSL for the craft or vehicle, the instream offload is not feasible without increasing the casualty rate. If the MSI is less than the MSL of the craft, the landing is feasible.

Modification tables to complete calculations are in COMNAVSURFPAC/COMNAVSURFLANTINST 3840.1, *COMNAVSURFPAC/COMNAVSURFLANTINST Joint Surf Manual*, chapter 11.

### Tasks

- Plan for wave, beach, and surf conditions.
- Select beaches and touchdown points for craft and lighterage.
- Initial layout of AAA including MPE/S flow and staging areas.
- Intermediate indecisions on selecting craft, lighterage, and vehicles for instream offloads.
- Ensure beach task organizations become operational.
- Provide initial briefing of key personnel.
- Conduct initial and final operations and safety briefings for personnel controlling the offload.
- Participate in planning the layout of the AAA.
- Conduct final instream offload briefing to all personnel.

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### Port Operations

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Port operations involve the loading/unloading of ships; the reception, processing, and staging of personnel; and the receipt, storage, marshalling (for onward movement) of cargo. To conduct port operations, the POG should be organized as follows:

- Port operations/command center.
- Reports processing section.
- MHE/CHE section.
- Maintenance contact teams.
- Communications support section.
- NSE.
- Emergency medical support center.

## Tasks

The tasks below expand upon those identified in appendix F, particularly the Port Survey Guide's.

- Prepare port facilities chart. Include the following locations:
  - Anchorages.
  - Piers and berths.
  - Class V, container, and HAZMAT storage areas.
  - Portable heads and trash disposal containers.
  - PP&P work site.
  - Washdown sites and facilities supporting the backload.
- Conduct underwater survey of piers and berths.
- Make arrangements for pilots, tugs, and other services.
- Satisfy local customs and agricultural requirements applicable to arrival of the MPS.
- Finalize security requirements including liaison with HN.
- Produce ship arrival and departure schedules.
- Develop staging area requirements plan.
- Determine port throughput and warehouse storage capacity.
- Verify and publish port operating hours/HNS schedule.
- Develop billeting and messing requirements plan.
- Determine MHE/transportation support requirements and plans for the following:
  - Vehicle operator types.
  - Special licensing requirements.
  - Special permits required.
  - Special equipment needs.
  - Refueling support.
  - Maintenance and wrecker support.
  - Traffic control.
- Validate ESQD/special requirements and waivers granted for handling ammunition (offloaded and staged).
- Finalize the following communication requirements:
  - Radio.
  - Wire.
  - Telephone.
  - Satellite/NIPRNET and SIPRNET.



# APPENDIX M

## CI SURVEY AND SECURITY CHECKLIST

Survey teams are organized and included in the SLRP to determine the anticipated security requirements of the MPF operation. Teams typically include the following:

- CI officers/specialists.
- Physical security specialists from the PMO.
- Communications specialists.
- ADPE security specialists.

This checklist is not all-encompassing, rather it is a guide to initiate a survey that provides a format for organizing results. *A survey should be completed for each arrival airfield, port/beach and any major marshaling, storage and assembly areas to be used.*

- Itemize on index cards or data file all requirements as listed on the checklist. Write the required information on each card/in the file for each item.
- Keep subdivisions of the checklist separated/ordered.
- Maintain checklist items on separate pages, within the parent subdivisions. Make detailed notes about each item as it is completed. After completing notes for each item, compile in order and complete the report.

---

### Name of Installation/Area

---

Self-explanatory.

---

### Location of Installation/Area

---

Self-explanatory.

---

### Type of Installation/Area

---

Self-explanatory.

---

### Functions and Activities in the AAA

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CI survey teams should answer the following questions:

- In addition to the MPF, what troops, units, and headquarters organizations are operating in or control the AAA?
- What military activities (conventional, unconventional or special) are being conducted?
- What military material is produced, processed, tested or stored in the AAA?
- What is the military significance of the MPF operations occurring in the AAA?
- How important to national security are the activities that take place in the AAA?
- What activities in the AAA should be veiled in secrecy? Why?
- What information about the AAA would be of interest to hostile forces? Why?
- Is there an alternate site for the offload?
- Are alternate sites suitable?
- What key facilities/organizations are operating in the AAA?
- Is there any sensitive material or equipment stored, tested or developed in the AAA?
- Is the AAA a likely target for espionage?

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### Description of the AAA

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- Provide a physical description of the general area in and around the AAA. Pay particular attention to road networks, rail facilities, air facilities, transportation, and terrain. If possible,

provide related maps, sketches or aerial photographs identifying the following:

- Area and perimeter.
- Numbers, types, and locations of buildings, and relationships among the various buildings.
- Roads, paths, railroad sidings, canals, and rivers.
- Wharves, docks, and loading platforms.
- Any other distinctive structures or features.
- Note any particularly vulnerable or sensitive locations and possible reasons for such. Pay particular attention to—
  - CE/headquarters buildings.
  - Operations/crisis action facilities.
  - Repair shops (armor, vehicle or aircraft).
  - Power plants.
  - Transformer stations.
  - Warehouses.
  - Communications systems/facilities.
  - Fuel storage.
  - Water tanks, reservoirs, and supply systems.
  - Equipment assembly areas.
  - Ammunition dumps.
  - Aircraft.
  - Firefighting equipment.
  - Military police and reaction force; location and reliability.
  - Training sites.

---

## Perimeter Security

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Describe or answer the following:

- Type of fence or other barrier around the site that provides security.
- Type of construction material of the fence/barrier.
- Fence/barrier height.
- Is the fence/barrier easily breached?
- Is the top protected by barbed wire outriggers?
- Are there any breaks, holes or gaps in the fence/barrier or holes under it?
- Are there any tunnels near or under the fence/barrier?
- Are vehicles parked near or against the fence/barrier?
- Are piles of scrap, refuse or lumber kept near the fence/barrier?
- Patrol and check the fence/barrier for evidence of tampering.
- Are there any pedestrian and vehicle gates?
- Are unguarded gates firmly and securely locked?
- Are gates constructed to allow individual ID and credential checks?
- What are the operating hours for each gate?
- Are there any rights of way, railroads, sewers or other weak points in the perimeter?
- Are weak points guarded, patrolled or secured?
- Is the perimeter illuminated?
- Where are lights located?
- Identify dead spots between lighting.
- Is there backup or emergency power for lighting?
- Does the lighting hamper or inhibit security force observation?

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## Perimeter Security Force

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Describe the organization and capability of the security guard force:

- Force strength.
- The number and strength of each shift or relief.
- Supervision of the guard force.
- Is a record kept of all guard force activity?
- Number and location of check points, guard shacks, and posts.
- Length of perimeter covered by each post.
- Reaction force capability.
- Length of watch for each post.
- Weapons.

- What armament does the guard force have?
- Are the weapons in serviceable condition?
- Are the weapons suitable for the mission?
- Are arms and ammunition adequately safeguarded when not in use?
- Is there a record of custody when weapons are issued during each shift?
- Does the storage of weapons and ammunition prevent rapid access by the guard force?
- Level of training received by each member of the security force.
- Instructions given to security forces regarding identity checks and challenges.
- Vehicle checks being conducted.
- Number, location and height of each watchtower.
- If roving patrols are used—
  - Number of patrols covered by force.
  - The route of each patrol.
  - Are the routes and times of the patrols varied?
  - The time of the patrol.
  - Are doors and gates closely checked by the patrols?
  - Functions performed by each patrol.
  - Does the supervisor make inspection tours of the routes? Are inspections varied as to route and time?
  - Frequency and thoroughness of the tours made.
- What communications are available to the force?
  - Are guard force alarm systems in use? Are they adequate?
  - Type of communication and alarm system the guard force uses.
  - Does the guard force have communication with the military police?
- Post the fire support plan in guard shacks.
- Activities that take place in the buildings.
- Material/information developed or stored inside the building.
- Machinery or equipment inside the building.
- Is the building vulnerable to unauthorized entry or terrorism? Why?
- Describe each building's exterior, interior, and surroundings:
  - Design and construction.
  - Number of stories or height.
  - Type of construction material used and percentage of equipment used.
  - Does the building have a basement?
  - List other materials used in the exterior construction.
  - Describe walls, floors, ceiling, and roof.
  - Is the building safely designed and constructed?
  - Is the building properly maintained?
  - List all means of exit or entry.
  - Are entrances properly locked or safeguarded to prevent unauthorized entry?
  - Are windows and skylights screened, grilled or barred?
  - Can unauthorized entry occur in any manner?
  - Are entrances/exits adequate for emergencies?
  - Method of key control?
  - Are passes, badges or access rosters used to restrict building entry?
  - Are controlled access methods enforced?
  - If building is sensitive or vulnerable, has it been declared restricted and marked as such?
  - Are daily checks conducted where classified material is stored?

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## Building Security

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- List the purpose of key buildings:
  - Building location.

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## Building Security Force

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Describe the guard and patrol systems around the building:

- What are the duties of the guards/patrols?
- Are high-intensity lights used on the exterior of the building?

- Is there a reactionary security force?
- What is the response time?
- What is the size of the guard/reactionary force?
- What are the means of activating the guard/reactionary force?
- List the frequency of periodic checks made throughout the building to detect the following:
  - Areas that might be used to conceal explosives, incendiary devices or audio/visual eavesdropping equipment.
  - Tampered wiring or broken or loose electrical connections or wires.
  - The presence of suspicious packages or bundles.
- Determine the security of electrical equipment:
  - Is there auxiliary lighting?
  - Are circuit breakers properly protected?
  - Are telephone junction boards protected?
- Any dangerous practices that may result from negligence or deliberate attempts of sabotage.
  - Location and nature of all hazardous material sites.
  - Location of all important valves, switches or circuit breakers.
  - Location of all fire protective equipment, including sprinkler valves.
  - Conditions that may cause fires.
  - Location of all first aid equipment.
  - Duties in the event of fire, blackouts or other emergencies.
  - Use of communication systems.
  - Observation and description reporting procedures.
  - Preservation of evidence.
  - Patrol work.
  - Searches of persons and places.
  - Supervision of visitors.
  - General and special guard orders.
  - Location of all guard posts.
- Do guards have keys to buildings, gates, and office spaces?
- Do guards check credentials of all who enter their assigned area?

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## Guard Recruitment

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- Physical, mental, age, and other qualifications required.
- An investigation is conducted on prospective guards.
- Are guards in uniform? What ID system is used? What credentials are required?
- Is the guard force respected by all personnel in the AAA?
- Effectiveness of guard force training:
  - Time spent on training the guard force.
  - How is the training of the guard force conducted?
  - Have guards been trained in the following areas:
    - Care of weapons and ammunition.
    - Forms of espionage, sabotage and terrorist activities.
    - Common types of bombs and explosives.
    - Familiarization with all vulnerable/restricted facilities in the AAA.
- Is the strength of the guard force adequate to support the:
  - Number of pedestrian, vehicle, and railroad gates?
  - Anticipated daily visitor load?
  - Number of loading platforms, storage facilities, and working areas?
  - Vehicle patrols required to cover the entire AAA in a reasonable time?
  - All restricted areas and vulnerable points?
  - Utility plants or pumping stations?
  - The number and extent of parking areas?
  - Necessary supervision of the guard force?
  - Need to accommodate for sickness, leave, and injury of guard personnel?
  - Duties of the force in the event of security violations?
- Is the guard headquarters:
  - Conveniently located?
  - Properly secured at all times?

- Equipped with the necessary equipment?
- Large enough for all guard force members?

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### **Security of Piers, Docks, Wharves, and Loading Platforms**

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- Describe the location, nature, and purpose of each pier, dock, wharf or loading platform:
  - Administrative supervision of the area.
  - Type of security force used for each.
  - Measures taken to prevent loitering.
  - Measures taken to prevent unauthorized observation of loading and unloading.
  - Protection against terrorism, arson or other dangerous practices.
  - Precautionary actions taken to control access or entry.
- Describe traffic conditions:
  - Are inspections of deliveries conducted to guard against terrorist attacks?
  - Are precautions taken to conceal types of loading or unloading requiring secrecy?
  - Are vehicles, railroad cars, and POVs checked for sabotage devices?
  - Is the movement of drivers and assistant drivers controlled?
  - What methods are used to mask the movement of personnel and material?

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### **Motor Pools, Dismount Areas, and Parking Areas**

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Describe security measures at each location. Ensure the following:

- Areas are properly guarded.
- Vehicles are checked and assigned only to authorized personnel.
- A system is in place to check vehicles.
- Security measures for POL, fuel, tools and equipment are used to prevent theft, sabotage or fire.
- Vehicle checks are conducted for detecting mechanical sabotage.
- Personnel are trained in sabotage detection.
- Provisions are made to prohibit parking of POVs in all areas.
- POLs are tested for contamination.
- Parking/staging areas are restricted and supervised.
- Parking arrangements are consistent with security against sabotage or terrorists.
- Provisions are made for visitor parking.
- Parking arrangements do not impede traffic flow throughout the compound.
- Parking arrangements do not impede the use of firefighting or other emergency vehicles.

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### **Power Facilities and Supply**

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Describe the following power, facilities, and associated security measures:

- The type of power.
- The peak load of electric power.
- The percentage of electrical power generated in the AAA.
- The AAA's electrical generating capacity.
- The percentage of electrical power purchased from outside sources.
- If current sources are ample to provide a reserve beyond full load demands.
- From who the electrical power is purchased.
- If an alternate or auxiliary electrical power system is available for emergency use.
- If an auxiliary system can be used immediately.
- How many and what kind of power substations and transformers are located in the AAA.
- If control panels, pressure, and control valves are in good order and checked frequently.
- If transformers and substations are safeguarded against trespassers and saboteurs or terrorist attack.
- If generators are properly maintained and checked.
- If combustible materials are removed from the vicinity.

- Other Items to Consider
  - Are replacement units for generators and transformers available and in safe storage?
  - Are oil-filled transformers located in non-combustible, well-drained buildings or outside?
  - Are inspections made of the oil, contacts, and control apparatus of circuit breakers and transformers?
  - What is the power line/grid system?
  - What is the number of independent power feeds?
  - Is the pole line or underground line safe, reliable, and frequently checked?
  - Are all power lines protected against lightning strikes?
  - Are power distribution lines properly installed and supported?
  - Are electric circuits overloaded at any time?
  - Are current national or civil electric codes followed?
  - Is there a single or multiple main switch for emergencies?
- Are first aid kits inspected regularly and safeguarded?
- What types of fire alarm systems are installed?
- Is there a sufficient number of alarms and sensors in the system?
- Is the system frequently inspected and tested?
- Are vulnerable or important facilities equipped with sprinkler systems?
- What type of sprinkler system is used? Is it fed by public or private tanks and reservoirs?
- How often and how thoroughly is the system tested and inspected? Where are the control valves?
- Are fire hydrants in close proximity to facilities?
- Are hydrants in working order?
- Is water pressure sufficient for extinguishing flames in all locations?
- Is a secondary source of water available?
- Is there a fire department located within the AAA? What equipment does it have?
- Can public fire departments be used for augmentation of personnel or equipment?
- What is the response time of the nearest public fire department?
- Has a program of fire drills been initiated?
- Is there a fire prevention program in place? Is it efficient?
- What plans have been made for the action of all personnel in the event of fire?

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### **Firefighting Equipment and Facilities**

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Describe the amount and condition of equipment and facilities. Include the following:

- Fire fighting and first aid equipment available in the area.
- Types of fire extinguishers available. Are they located where needed?
- Are extinguishers and other equipment in working order?
- Are fire extinguishers sealed to prevent tampering?
- Are periodic inspections made on extinguishers? Are they recorded?
- Are first aid kits and fire extinguishers marked conspicuously and in reach of all persons?
- Are there ample amounts of first aid equipment available?

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### **Water Supply**

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Provide a description of water supply capability and security measures taken. Include the following:

- Sources of water supply used in the AAA.
- Are water sources reasonably safe, adequately guarded, and protected by physical security?
- If a public supply is used, identify the diameter of the main line.
- Water pressure. Is it adequate for normal and emergency use?

- If a private reservoir or tank is used, what is its capacity, level, pressure, and condition?
- Is capacity adequate for the AAA's needs?
- Types of pumps used in the water system.
- If water pumping stations are adequately protected, inspected, and tested.
- If all valves are properly secured.
- If a supplementary system is available. Where? Is it secure?
- How often water is tested for purification? If water is chemically treated, by whom? With what?
- If nonpotable water sources are appropriately marked.
- If trucks are used to transport water.
- Who inspects water trucks and when?
- If the sewage system is adequate for AAA.
- If sewer mains, pumps, and disposal systems are adequate.
- If water or food can be contaminated by the sewage system.
- If there has been any outbreak of disease that can be traced back to the sewage system.

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## Food Supply

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Describe the following security measures to protect the food supply:

- What are the sources of food and food supplies? Are sources reliable?
- Has food from local merchants been tested and approved for consumption?
- Have catering operations on or near the AAA been checked for sanitation?
- Have local food handlers been checked for health, cleanliness, and loyalty? Passes must be issued.
- Is entry to kitchens and food storage areas restricted to authorized personnel only?
- Are pantries and refrigerators locked when not in use?
- Are kitchens and storage areas in a sanitary condition?

- Are food and drink areas checked to prevent or detect toxicological or bacteriologic sabotage?
- Has there been any epidemic or excess absenteeism traceable to food or water supplies?

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## Communications Facilities

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Provide information on general service and special communication message centers. Include the following:

- Description.
- Where is the message center located?
- Is the message center adequately protected by barriers and guards?
- Is someone continuously on duty at the message center?
- Have background/local checks been conducted on message handlers?
- Are all encryption devices properly safeguarded and destroyed when obsolete?
- Are logs kept of authorized couriers and message traffic distribution?
- Are unauthorized personnel excluded from the message center?
- Are classified messages handled in accordance with Secretary of the Navy Instructions (SECNAVINSTs) 5510.30A and 5510.36?
- Through what channels do classified messages pass?
- Have couriers, messengers, and operators been checked? Do they have appropriate access?

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## Communications Equipment

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- What means of wire and wireless communication are used in the AAA?
- Where are the central points of such communications networks located?
- Are switchboards adequately guarded?
- Have operators been checked and cleared?
- Is auxiliary power available?

- Is auxiliary or replacement equipment available?
- Are open wires, terminal boxes, connecting boxes, cables, and manholes frequently inspected for indications of sabotage or wire tapping?
- Are maintenance crews alerted to search for tapping?
- Are civilian repairmen used? Are they checked and cleared?
- Can sudden malfunctions in the system be taken care of efficiently?
- Have personnel been cautioned about passing classified information over the air?
- Is a chain of custody required for all material secret and above? Can custodians identify the location of classified material at any time?
- Are positions that require handling of classified material assigned to only those personnel with current background checks and appropriate access?
- Are classified materials, blueprints, and reports returned and logged in as quickly as possible?
- Who has access to classified material (with and without approved access)?
- Is dissemination of classified material strictly limited to those with a need to know?
- Is rank or position considered sufficient reason for access to classified material?
- Is classified material left unattended on desks where theft can occur without detection?
- Have civilian janitors been checked and placed under supervision?
- How is classified waste material disposed of? Are records kept?
- What policy has been established regarding information releases/statements to local/national media?
- Have personnel been cautioned about unauthorized statements and releases?

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## Security of Information

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Determine where sensitive plans, blueprints, photos of classified material/equipment or other information is kept. The following list is not all-inclusive and *does not replace* the policy in SECNAVINST 5510.30A.

- Is the above material centralized in a single facility or scattered throughout various buildings?
- In what organizations/sections is classified material processed/stored and what classification level is authorized in each area?
- Is all classified and valuable information kept in authorized/approved containers?
- Are light/portable safes and cabinets affixed to floors or chained to immovable objects?
- Are container doors closed and locked when not in use?
- Is there any protection offered other than the container itself?
- What protection is given to combinations of containers?
- What security measures are enforced regarding keys to doors, gates or cabinets?
- Who has access to combinations and keys? Have all personnel been cautioned regarding the passing of keys and combinations to unauthorized personnel?

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## Personnel ID System

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All personnel within the AAA should be easily identifiable. Verify the system used to allow authorized personnel access within the confines of the AAA or particular facility. If badges are used, determine the following:

- Who controls issuance?
- Are badges or ID cards tamperproof and difficult to reproduce?
- Is makeup and issue of the badges and ID cards controlled to prevent—
  - Reproduction.
  - Theft.
  - Unauthorized use or issue.
  - Failure to return to issuing authority.

- Are photographs used on the face of cards or badges?
- Is a detailed description used to positively identify the holder?
- Are colored or coded systems used to identify the level of access?
- Are certain badges only valid in certain areas?
- Is ID system strictly enforced?
- Do regulations prescribe that everyone wear badges at all times?
- Is admittance to the AAA/facilities governed by the ID system?
- When badges are reported missing, lost or stolen, what action is taken?
- Is entrance to a facility or area permitted by the wearing of the military uniform? If so—
  - What other means of ID are used?
  - Are access rosters passed from one facility/command to another via secure means?
  - Are passes and ID cards closely scrutinized?
  - What system is used to prevent persons working in one building, section or unit from wandering into restricted areas without proper authorizations?
- How is adequate information obtained about visitors?
- How is the purpose of the visit obtained?
- Are visitors escorted or kept under surveillance during the time they are in the AAA?
- Are visitors required to provide ID upon departure?
- Ensure the visitor's logbook contains the following information:
  - Full name.
  - Social security number.
  - Rank.
  - Parent organization.
  - Date and time of entry.
  - Time of departure.
  - Number of badges issued and level of access.
  - Reason for visit.
  - Name of official authorizing entry or providing escort.
- Ensure that vehicle register includes—
  - Date and time of entrance.
  - Registration/license number.
  - Name of owners.
  - Signature of driver and passengers.
  - Brief description of contents of vehicle.
  - Vehicle inspections.
  - Time of departure.

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## Visitor Controls

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Describe the system used as follows to identify and admit authorized visitors into the AAA or facility:

- How and by whom is the legitimacy and necessity of a visitor's entrance into a controlled area established?
- Are regulations lax in the control of visitors?
- Are visitors escorted to a reception area from the gate or entrance?
- Is the identity of the visitor verified?
- Check all news media personnel:
  - Are credentials examined and verified?
  - Has their visit been verified as authorized by higher authority?
- Examine the orders and credentials of multinational military personnel; e.g., linguists:
  - Are such visits verified by higher authority?
  - Is security unduly sacrificed for courtesy?
- Conduct spot checks of personnel within the AAA or facility.

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## Description of Security Conditions and Security Measures of Adjacent Areas

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Describe the general nature of the population and the area surrounding the AAA:

- Does the nationality or political nature of the populace offer a natural cover that can provide aid to hostile agents, saboteurs or terrorists?
- Is the AAA within a commercial air travel zone? If so, are minimum altitudes for aircraft published at all local airports?
- Is the AAA isolated or screened from public view?
- Are restricted areas screened or isolated from public scrutiny?
- Is the AAA exposed to natural hazards such as floods, winds, forest fires or electrical storms?
- Is the AAA or buildings within the AAA well camouflaged against air and ground observation?
- Have places of amusement near the AAA and persons frequenting those places been checked?
- What nightclubs and areas are off-limits to personnel?
- Has the surrounding area been scrutinized for any place likely to be used as bases for espionage, sabotage or terrorism? Are there

areas that could conceal antennas or audio and visual equipment?

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## Security Specific to Arrival Airfields

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The security of an arrival and assembly airfield does not differ from that of any other assembly area in the operation. Aircraft and maintenance facilities are high priority targets of saboteurs or terrorists. Check the following major areas:

- Is the guard system adequate?
- Are individual aircraft guarded sufficiently?
- Is access to hangars and other vital buildings restricted?
- Is smoking prohibited where required?
- Are aircraft stored in hangars inspected by guard force?
- Are vital repair parts storage areas protected from unauthorized personnel and fire?
- Are fire trucks, crash, and rescue vehicles available?

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## Security Recommendations

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Provide general remarks related to specific weaknesses and recommendations identified throughout the survey.

# APPENDIX N

## MPSRON CAPABILITIES AND CHARACTERISTICS

This appendix addresses the staff organization, characteristics, and capabilities of the MPSRON. Information and ship characteristics are also provided for the T-AVB and T-AH.

### Staffing

The MPSRON staff is commanded by a USN captain who exercises TACON, coordinates logistic support, and ensures that ships and staff remain fully mission capable. Tables N-1 through N-3 provide notional baseline T/Os for the MPSRONs.

**Table N-1. MPSRON 1.**

Officers	Quantity
Squadron Commander (06)	1
Chief Staff Officer (04)	1
Chief Engineer Officer (03)	1
Operations Officer (03)	1
Supply Officer (03)	1
<b>Enlisted</b>	
Storekeeper (SK2)	1
Yeoman (YNC)	1
Chief Information Systems Technician (ITC)	1
Information Systems Technician (IT1)	1
Information Systems Technician (IT2)	4
Information Systems Technician (IT3)	3
Electronics Technician (ET2)	2
Electronics Technician (ET3)	1
Gunner's Mate (GMC)	1
<b>Civilians</b>	
Medical Services Officer	1
Purser	1
<b>Total: 5 officers, 15 enlisted, 2 civilians</b>	

**Table N-2. MPSRON 2.**

Officers	Quantity
Squadron Commander (06)	1
Chief Staff Officer (04)	1
Chief Engineer Officer (03)	1
Operations Officer (03)	1
Supply Officer (03)	1
Readiness Officer (03)	1
<b>Enlisted</b>	
Machinist Mate (MMC)	1
Storekeeper (SKCS)	1
Yeoman (YNC)	1
Gunner's Mate (GMC)	1
Electrician's Mate (EM2)	1
Operations Specialist (OS1)	1
Personnelman (PN2)	1
Chief Information Systems Technician (ITC)	1
Information Systems Technician (IT1)	1
Information Systems Technician (IT2)	3
Information Systems Technician (IT3)	8
Electronics Technician (ET2)	2
Electronics Technician (ET3)	1
<b>Civilians</b>	
Medical Services Officer	2
Purser	1
<b>Total: 6 officers, 23 enlisted, 3 civilians</b>	

**Table N-3. MPSRON 3.**

Officers	Quantity
Squadron Commander (06)	1
Chief Staff Officer (04)	1
Operations Officer (03)	1
Supply Officer (03)	1

**Table N-3. MPSRON 3 (Continued).**

Enlisted	Quantity
Storekeeper (SK2)	1
Yeoman (YNC)	1
Gunner's Mate (GMC)	1
Operations Specialist (OS1)	1
Civilians	
Medical Services Officer	1
Radio Electronics Technician	5
<b>Total: 4 officers, 4 enlisted, 6 civilians</b>	

## Communications

Tables N-4 through N-7 identify communications equipment and systems capabilities in MPSRONS. *Capabilities are subject to change due to MPSRON reorganization and advancements in technology.*

Each MPSRON has an alternate flagship that is equipped with the same communication suite as the primary flagship, except for the crypto, which is transferred when COMPSRON and staff shift ships.

**Table N-4. Flagship Navy Systems.**

Nomenclature	Quantity
UHF SATCOM Transceiver (OE-82/WSC-3)	1
UHF SATCOM Multichannel Fleet Broadcast Receiver (SRR-1)	1
UHF Transceivers (LOS) (GRC-171)	2
VHF-FM Transceivers (URC-94)	2
HF Transmitters (URT-23)	2
HF Receivers (R-1051)	5
Navy Standard Teletype (NST)	7
VHF Bridge-to-Bridge Transceiver	1
Message Dissemination Utility	1
HF Simplex Telex Over Radio (SITOR)	1
BEST (SIPRNET, NIPRNET, and STU III)	1

Each ship has the capability to operate Navy secure voice. Crypto is transferred as directed by COMPSRON.

**Table N-5. Nonflagship Navy Systems.**

Nomenclature	Quantity
UHF Transceivers (LOS) (GRC-171)	2

**Table N-6. Associated Crypto.**

Nomenclature	Quantity
Advanced Narrowband Digital Voice Terminal (ANDVT) SATCOM	1
ANDVT HF	1
KG-84	2
KWR-46	4
KY-58	4
KY-58 (Nonflagship)	2

**Table N-7. All MPS Systems.**

Nomenclature	Quantity
UHF INMARSAT (Satellite Teletype (TTY)/Voice)	1
VHF-FM Bridge-to-Bridge Transceivers	2
HF SITOR (TTY with Auto Error Correction)	1
HF Transmitter and Receiver (CW/SSB/TTY)	1
HF RadioTelephone Transceiver	1
MF Transmitter and Receiver (1 Each/ Battery-Powered Reserve)	2
Auto Alarm Keyer and Receiver	1

## MPS Charters

Each MPS has its own separate time charter. These charters are all very similar in the terms and conditions with the exception of differences with the MPS ship classes; e.g., contract speed, fuel consumption, deadweight carrying capacity. The three MPS operating companies are Maersk Line Ltd. (Maersk), Waterman Steamship Corporation (Waterman), and AMSEA. These companies each operate their respective class of MPS for MSC.

## MPSRON Ship Mix

The 16 MPSs are divided into three MPSRONS that report to their respective COMPSRONS. Beginning with post Operation Iraqi Freedom and MMC-8, the MPSRONS will be reorganized with the following ships: (“\*” denotes flagship/alternate flagship with COMPSRON staff embarked and secure communication capabilities).

- **MPS-1/MPSRON ONE**
  - AMSEA: MV *2ndLt John P. Bobo\** (T-AK 3008); MV *PFC Dwayne T. Williams* (T-AK 3009)
  - Maersk: MV *PFC William B. Baugh* (T-AK 3001)
  - Waterman: SS *PFC Eugene A. Obregon\** (T-AK 3006)
  - MPF(E): USNS *LCpl Roy M. Wheat* (T-AK 3016)
- **MPS-2/MPSRON TWO**
  - AMSEA: MV *Sgt William R. Button\** (T-AK 301); MV *1stLt Baldomero Lopez* (T-AK 3010)
  - Maersk: MV *Pvt Franklin J. Phillips\** (T-AK 3004)
  - Waterman: SS *Sgt Magej Kocak* (T-AK 3005)
  - MPF(E): USNS *GySgt Fred W. Stockham* (T-AK 3017)
- **MPS-3/MPSRON THREE**
  - AMSEA: MV *1stLt Jack Lummus\** (T-AK 3011)
  - Maersk: MV *PFC James Anderson, Jr.\** (T-AK 3002); MV *1stLt Alex Bonnyman* (T-AK 3003); MV *Cpl Louis J. Hauge, Jr.* (T-AK 3000)
  - Waterman: SS *Maj Steven W. Pless* (T-AK 3007)
  - MPF(E): USNS *1stLt Harry L. Martin* (T-AK 3015)

*Note: Notional staffing may change due to MPSRON reorganization.*

Tables N-8 through N-11 provide general characteristics for all classes of MPSs.

**Table N-8. Maersk Class Ship Characteristics.**

Length	755 ft, 5 in
Beam	90 ft
Draft (Air/Freeboard to Highest Point)	136 ft at 23 ft draft
Speed (Maximum Warranted)	16.4 kts
Propulsion/Fuel	1 slow speed/diesel or DFM
Helicopter Certification	Level II, Class 3
Breakbulk	Level II, Class 4 78,680 ft <sup>3</sup>
MOGAS (98%)	3,865 BBLs (flagship and alternate only)
Potable Water	2,022 BBLs
Stern Ramp	66/35 degrees to starboard
Side Ports	1 P/S
Debar NSE/USMC Berthing	88 bunks (flagship) 94 bunks (non/flagship)
Length Between Perpendiculars (LBP)	705 ft, 5 in
Draft (Maximum After)	32 ft, 10 in
Displacement Loaded	46,086 long tons
Endurance (at Maximum Speed)	10,802 nm
Crew	27 flagship only, 25 in others
Container Capacity	384 (33 refrigerated)
JP-5 (98%)	17,128 BBLs
DF-2 (98%)	10,642 BBLs
Lighterage	2 LCM-8, 1 SLWT 3 causeway section, powered (CSP), 5 causeway section, nonpowered (CSNP) 2 fuel hose reels 1 water hose reel
RO/RO Capacity	121, 595 ft <sup>2</sup>
Bunker Capacity	14, 257 BBLs
Crane Lifting Capacity	1 twin 30 ton forward 1 twin 30 ton after 1 twin 30 ton center

Table N-9. Waterman Class Ship Characteristics.

Length	821 ft
Beam	105 ft, 6 in
Draft (Maximum After)	36 ft, 6 in
Draft (Air/Freeboard to Highest Point)	149 ft at 21 ft draft
Displacement (Loaded)	51,612 long tons
Engine HP	30,000 brake HP
Speed (Maximum Warranted)	20 kts
Endurance at Maximum Speed	11,176 nm
Propulsion/Fuel	steam turbine/DFM
Crew	29
Helicopter Certification	Level II, Class 3 Level II, Class 4
Container Capacity	532 (41 refrigerated)
Breakbulk	N/A
JP-5 (98%)	20,290 BBLs
MOGAS (98%)	3,717 BBLs
LBP	766 ft
Potable Water	2,189 BBLs
DF-2 (98%)	12,355 BBLs
Crane Lifting Capacity	1 twin forward 50 ton
Bow Thruster	12,500 hp 1 twin after 35 ton 1 gantry forward 30 ton
Stern Ramp	100/30 degrees to port side (P/S)
Side Ports	1 P/S for bunkers/piers not for RO/RO operations
Ligherage	2 LCM-8, 1 SLWT 4 CSP, 6 CSNP 2 CSNP (RRDF) 2 fuel hose reels 1 water hose reel
Bunker Capacity	27,445 BBLs
Debark NSE/USMC Berthing	2 officers 1 CPO 99 enlisted
RO/RO Capacity	152,236 ft <sup>2</sup>

Table N-10. AMSEA Class Ship Characteristics.

Overall Length	673 ft, 2 in
LBP	614 ft, 7 in
Beam	105 ft, 6 in
Draft (Maximum After)	34 ft, 6 in
Draft (Air/Freeboard to Highest Point)	172 ft, 4 in @ 25 ft
Draft Displacement (loaded)	46,111 long tons
Engine hp	26,400 brake hp
Speed (Maximum Warranted)	17.7 kts
Endurance (at Maximum Speed)	11,107 nm
Propulsion/Fuel	2 medium speed diesel/ DFM
Crew	30
Helicopter Certification	Level II, Class 3 Level II, Class 4
Container Capacity	578 (41 refrigerated)
Breakbulk	N/A
JP-5 (98%)	20,776 BBLs
MOGAS (98%)	4,880 BBLs
Potable Water (100%)	2,357 BBLs
DF-2 (98%)	13,334 BBLs
Crane Lifting Capacity	single forward 39 ton 1 twin center 39 ton 1 twin after 39 ton
Bow Thruster	1,000 hp
Stem Ramp	60/39 degrees to P/S
Side Port	N/A
Ligherage	2 LCM-8 1 SLWT 4 CSP 6 CSNP 2 fuel hose reels 1 water hose reel
Bunker Capacity	23,206 BBLs
Debark NSE/USMC Berthing	2 officers 1 CPO 97 enlisted
RO/RO Capacity	152,185 ft <sup>2</sup>

Table N-11. MPF(E) Characteristics.

	USNS <i>Martin</i>	USNS <i>Wheat</i>	USNS <i>Stockham</i>
RO/RO Capacity	168,547 ft <sup>2</sup>	101,164 ft <sup>2</sup>	94,331 ft <sup>2</sup>
Stem Ramp	400 MT	147 long tons	160 long tons
Container Capacity	735	846	825
Lighterage	1 SLWT 6 CSNP (RRDF)	1 SLWT 5 CSNP (RRDF) 2 CSP	6 CSNP
Helicopter Certification	Level II, Class 3 Level II, Class 4	Level II, Class 3 Level II, Class 4	Level II, Class 3 Level II, Class 4
OPP Berthing	100 (2 officers, 2 CPO/ SNCO, 96 enlisted)	100 (2 officer, 2 CPO/SNCO, 96 enlisted)	83 (2 officers, 2 CPO/ SNCO, 79 enlisted)
Crew	24	33	29
Endurance (at 17 kts)	16,000 nm	—	16,000 nm

### MPS Maintenance

The MPS operating companies maintain the ships' systems, cargo, hull, propulsion, and navigation to USCG and American Bureau of Shipping standards. Each operating company follows a preventative maintenance program of its own design, periodically testing cranes, ramps, hatches or elevators, to ensure operability. This is monitored by the COMPSRON staff.

### US Government Access

The entirety of the ships' holds, decks, and usual places of loading are at the US Government's disposal. This is not the entire ship. The US Government may request the ships' crews, to the extent permitted by their other duties and safety of each ship, to operate each ship's equipment in loading or discharging operations. These requests require pre-approval of the squadron commander as MSC's on-scene COR.

### Cargo Stowage

The US Government has the right to use the ship's winches and other appropriate loading and discharging gear. Cargo is loaded, stowed, secured, and discharged by US Government personnel under the master's supervision. The amount of cargo approved for loading is at the

discretion of the master (ship's stability, draft, and hull stress being prime considerations).

### *Titles 10, 33, 46, and 49, US Code*

The MPS operating companies will operate the ships as directed by the US Government and reflect such in a written or DMS order, including all voyage and cargo matters. Neither the US Government nor an operating company may operate a ship in violation of any law of the US. As commercial vessels, MPSs are built and operated under Titles 10, 33, 46, and 49 of the US Code. The USCG implements provisions of the law under those titles in the CFR.

### NEAT Capabilities

NEATs serve aboard civilian-manned ships. Using their portable equipment, they will provide tactical, maneuvering, amphibious, and other naval advice to ships' masters to permit a proper communications interface between merchant ships and the naval vessels with which they may serve. NEATs are envisioned to transit from CONUS or other locations with naval escort ships. In essence, they serve as the operations department aboard a merchant ship, but with no command or control authority. NEATs serve as advisors and facilitators for the ship's master. NEATs were formed for three reasons:

- Merchant ships would be essential to meet sealift capacity objectives because of the lack of active force strategic lift assets.
- Merchant ships (for the most part) had little or no familiarity with Navy tactics, doctrine or plans.
- Merchant ships were rarely able to communicate satisfactorily either electronically or visually with Navy ships.

Tables N-12 through N-14 provide a notional organization and detachment communications equipment.

**Table N-12. Notional NEAT Organization.**

Rate	Team	Detachment
OIC	1	0
Detachment OIC	4	1
Watch Officer	8	2
IT	12	3
Signalman	12	3
Electronics Technician	4	1

**Table N-13. NEAT Detachment Radio Communications Equipment.**

Nomenclature	Quantity
AN/URC-94 (V) HF/VHF	1
AN/ARC-184 (V)	1
HYX-58	1
Audio/Interface Switch Box	1
Standard Tool Box with Technical Manuals	1

**Table N-14. NEAT Detachment Visual Communications Equipment.**

Nomenclature	Quantity
Sets of Size 4 Flags and Pennants (65 per set)	2
12-in Signal Lights	2
Sets of 7 x 50 Power Binoculars	2
Semaphore Flags	4
Stadimeter	1
600 ft Halyard Line, Spool	1
Halyard Blocks	8
Halyard Snaps	24
Cruise Box	1
Set "Big-Eye" Binoculars	1

## Embarkation Considerations

Personnel normally embarked on MPSs consist of a ship's company, squadron staff, MCMC personnel, and the USMC COR. Personnel embarked on occasion include a USMC/USN surge team and OPP for exercises, contingency support, and/or training. These organizations must work and coordinate closely to ensure that the readiness of the ships and MPE/S is maintained at the highest levels and the readiness status is accurately reported to the appropriate combatant commander.

## Ship Master's Authority

All US Government personnel onboard are subject to the authority of the ship's master and officers.

## Surge Team Accommodation

The US Government has the right to assign a surge team of personnel to discharge cargo. This team is in addition to the permanent military personnel assigned (squadron staff and MCMC personnel). To the extent that accommodations (berths) and life-saving equipment aboard ship permit, the US Government has the right to assign additional personnel for training, observing operations, security or other functions related to the performance of the charter/mission (see tables N-9 through N-12 for specific berthing numbers).

## Additional Steward Support

The US Government assumes the responsibility for additional steward department services to support the surge team. The MPS operating companies assist by making kitchen, ship's steward's department services, and other facilities available at mutually convenient times. The OPP and debarkation team will provide personnel augmentation; e.g., cooks, messmen to the steward department.

## Life-Saving Gear

The operating company is responsible for supplying sufficient life-saving gear for the surge team

per all USCG regulations. The US Government must ensure that the number of personnel permanently embarked does not exceed the amount of life-saving equipment.

**Request for Embarkation**

For COMPSRON and the respective ship to fully support the embarked activity/command, advance notification of the desired dates and nature of the visit are required. All activities desiring to embark personnel on a squadron ship will request permission from the cognizant COMPSRON via message at least 5 working days in advance of the requested embarkation date. Advanced notification will allow ship and COMPSRON staff sufficient time to plan and prepare for the visit. The embarkation message request must contain the following information:

- Embarking activity/command.
- Requested ships.
- Embarkation date.
- Debarkation date.
- Purpose/nature of visit.
- Number of officers (M/F)/enlisted (M/F).
- Name of OIC/senior member.
- Meal requirement; e.g., in excess of normal provisions such as box lunches, midrats.
- Security clearance data.
- Quantity and type of lighterage to be splashed.
- Miscellaneous/amplifying information; e.g., crew involvement, gear to be unloaded, alternate dates.

**COMPSRON Response**

The COMPSRON will reply to an embarkation message and either grant or deny the request. If the requested dates cannot be supported, alternate dates will be provided. If embarkation is ordered by higher authority or emergent operational commitments preclude advance notification, the embarking activity or command will provide the information requested by any means and as soon as possible.

**T-AVB**

The T-AVB (aviation maintenance logistics ship) is part of the Ready Reserve Force that is dedicated to provide sealift for movement of a MALS to support the rapid deployment of FW and RW aircraft units. Both T-AVBs (SS *Curtiss* T-AVB 4 and SS *Wright* T-AVB 3) are in ROS-5 in CONUS layberths (*Curtiss*/Baltimore, MD and *Wright*/Port Hueneme, CA). When T-AVBs activate, they are under the OPCON of MSC. T-AVBs are crewed under an operating contract by the MARAD. T-AVBs are activated to participate in annual exercises and deployments as required. MPS or MPSRON employment does not necessarily mean T-AVBs will be employed (see table N-15).

**Table N-15. T-AVB Characteristics.**

Length	601 ft, 6 in
Beam	90 ft
Draft	29 ft, 9 in
Speed (Maximum Warranted)	22.0 kts
Propulsion/Fuel	Steam/bunker
Helicopter Certification	Level II, Class 3 Level II, Class 4
Airdraft (Mast to Keel)	152 ft
Crane Lifting Capacity	2 30 ton forward 2 30 ton center 2 30 ton after 1 70 ton after
LBP	560 ft
Potable Water Capacity	250,000 gallons
Displacement Loaded	23,800 long tons
Crew	41
Container Capacity	300 MFS plus 52 access
Airdraft (Mast to Plimsoll)	118 ft
Breakbulk	1,146,000 ft <sup>3</sup>
Sides Ports	1 P/S
Bunker Capacity	3,200 long tons
Stern Ramp	32 ft with 62 ton capacity
RO/RO Capacity	33,300 ft <sup>2</sup>
Berthing	25 officers/SNCO
Enlisted	25 officers/SNCO

The MALS supports a designated mix of aircraft included in a specific MAGTF ACE. The majority of facilities used by the MALS when ashore are packaged in 8 ft by 8 ft by 20-ft containers designated as mobile maintenance facilities (MMFs) that are placed aboard the T-AVB. The MMFs containing operational work centers and ready access supply stores are installed on the main and second decks in tiers of one or two. Access ladders and scaffolding provide routine access to the MMFs by MALS personnel. Other MMFs containing spare parts are stowed below the second deck. The T-AVB administrative loadout is approximately 684 MMFs, while the working loadout is approximately 352 MMFs. During transit to the objective area and until moved ashore, MALS personnel operate in the MMFs. An example of a MALS function is the repair of weapons assemblies that are received on board, repaired, and returned while the T-AVB is within helicopter operating range. The secondary T-AVB mission is to provide for resupply in a conventional container or RO/RO configuration. T-AVB modifications have been designed to retain maximum cargo capacity in the resupply configuration. For further details regarding T-AVB operations and load planning, the *Aviation Logistics Support Ship (T-AVB) Logistics Planning Manual* must be consulted.

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## T-AH

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Hospital ships are *maintained* by a crew of 13 MSC mariners and 40 military personnel. The

Bureau of Medicine and Surgery controls medical staffing. T-AHs are *operated* by 68 civil Service mariners; 820 active and reserve medical personnel; 372 naval support personnel; and 15 military communicators. MSC operates two Mercy class T-AH designed to provide emergency on-site care for US combatant forces that can support an MPF operation. Each of these seabased military treatment facilities are equipped with a helicopter deck that can land large military helicopters and has side ports to take on patients at-sea. Table N-16 summarizes the Mercy class ships' capabilities. USNS *Mercy* (T-AH 19) and USNS *Comfort* (T-AH 20) are maintained in ROS-5 in CONUS layberths (*Mercy*/San Diego, CA and *Comfort*/Baltimore, MD).

**Table N-16. T-AH Characteristics.**

Length	894
Beam	105 ft, 9 in
Displacement Loaded	69,360 long tons
Endurance	13,420 nm
Draft	32 ft, 9 in
Speed (Maximum Warranted)	17.5 kts
Capacity	50 bed casualty reception area 12 medical operating rooms 280 bed intermediate care 20 bed recovery room 80 bed intensive care 120 berth light care 500 berth limited care
Helicopter Certification	Level I, Class 2A Level I, Class 4

# APPENDIX O

## NOTIONAL T/Os FOR MPF ELEMENTS

### RAC Team

<b>Readiness Acceptance Check Team</b>				
Line #	MOS	Rank	Sources	Billet
<b>Liaison/Command Element</b>				
1	0430/0402	Maj	Construction Electrician/G-3	OIC
2	3043	GySgt	Construction Electrician/G-3	SNCOIC/Logistics Chief
3	0190	Sgt/SSgt	TBD	Administrative Clerk
4	0431	SSgt/Sgt	Construction Electrician/G-3	MDSS II/CAEMS Chief
5	0431	PFC/LCpl	Construction Electrician/G-3	MDSS II/CAEMS Clerk
<b>Communications Section</b>				
6	2861	GySgt	TBD	Communications Chief
7	0621	Sgt/SSgt	TBD	Field Radio Operator
8	0622	Cpl/Sgt	TBD	Mobile Multichannel/ Radio Operator
<b>Motor Transport Section</b>				
9	3510	CWO	TBD	Motor Transport Specialist
10	3529	GySgt	TBD	Motor Transport Chief
11	3522/29	Sgt/SSgt	TBD	Auto Mechanic
<b>Heavy Equipment Section</b>				
12	1349	GySgt	TBD	Engineering Chief
13	1341/49	Sgt/SSgt	TBD	Engineering Mechanic
<b>Bulk Fuel Section</b>				
14	1391	GySgt/SSgt	TBD	Bulk Fuel
15	1171	GySgt/SSgt	TBD	Bulk Water
<b>Utilities Section</b>				
16	1169	SNCO	TBD	Utilities Chief
17	1142	Cpl/Sgt	TBD	Electronics Mechanic
18	1171	Cpl/Sgt	TBD	Hygiene Equipment Mechanic
<b>Supply Section</b>				
19	3043	SNCO	TBD	Supply Chief
20	3043	Cpl/Sgt	TBD	Container Inspector
21	5711	Cpl/Sgt	TBD	NBC Equipment Inspector

<b>Readiness Acceptance Check Team (Continued)</b>				
<b>Line #</b>	<b>MOS</b>	<b>Rank</b>	<b>Sources</b>	<b>Billet</b>
<b>Ordnance Equipment Section</b>				
22	2149	MSgt	TBD	Vehicle Maintenance Chief
23	2141	GySgt/SSgt	TBD	AAV Mechanic
24	2131	GySgt/SSgt	TBD	Artillery Mechanic
25	2146	GySgt/SSgt	TBD	Tank Mechanic
26	2147	GySgt/SSgt	TBD	LAV Mechanic
27	2171	SSgt/Sgt	TBD	OPTS Inspector
<b>Aviation Section</b>				
28	6042	SNCO	ACE	IMRL Inspector
29	7011	SNCO	ACE	EAF Chief
<b>Medical Section</b>				
30	8478	CPO	TBD	Medical Chief
31	8404	HM3/HM1	TBD	Medical Inspector
<b>Ammunition Section</b>				
32	2311	GySgt	GCE	Ground Ammunition Specialist
<b>Total: 2 officers, 30 enlisted</b>				

**OPP**

OPP Headquarters Element (Flagship or Alternate Flagship)			
Line #	MOS	Rank	Billet
1	1110	CDR	OIC
2	3529	MSgt	USMC SNCOIC
3	2100	LT	Medical Officer
4	0430	Maj	Assistant OIC
5	4031	Cpl	MDSS II NCO

USN OPP Ship Detachment		
Line #	Rank	Billet
1-4	XXXX	LCM-8 Crew
5-7	XXXX	LARC Crew
8-15	XXXX	Barge Ferry Crew
16-22	XXXX	Hatch Team
23	XXXX	Navy OIC
24	XXXX	Mess Cook

The MAGTF portion of the OPP adjusts according to the size of the Navy OPP contingent and the number of berthing spaces on the specific vessel.

NCF OPP personnel requirements are determined by the NCF capability sets loaded on a specific ship as follows:

Billet	Core	Basic	Heavy
NCF OIC (Command Master Chief)			1
Team Leader (CM1)		1	1
Team Leader (CM2)	1		1
Mechanics	4	5	9

A NEAT may be embarked aboard an MPS. Embarking a NEAT reduces the USMC OPP personnel numbers. The following personnel numbers apply:

Billet	Rank/Rate
NEAT Det OIC (x 1)	LCDR
NEAT Watch Officer (x 2)	LT
Signalman (x 3)	QM1/3
Radio Operators (x 3)	RM1/3
Electronic Technician (x 1)	ET1/3

Notional USMC OPP Ship Detachment (MPSRON 2 used as a baseline)								
Providing element: A = ACE; C = CSSE; CE = command element; G = GCE (one person per ship for each line number)								
Line #	MOS	Rank	Billet	Ships				
				Button	Lopez	Phillips	Kocak	Stockham
1	1310	Capt	OIC	C	C	C	C	C
2	3550	SNCO	OPP SNCO	C	C	C	C	C
3	0431	Sgt/Cpl	MDSS II Operator	C	C	C	C	C
4	0431	"	MDSS II Operator	G	G	A	A	A
5	8404	HM1/3	Corpsman	C	C	C	C	C
6	3381	Cpl/PFC	Cook	A	A	A	A	A
7	3381	"	Cook	G	G	G	G	G
8	0313	LCpl	LAV Crewman	G	G	G	G	-
9	0313	"	LAV Crewman	-	-	-	G	-
10	1341	SSgt	Engineer Equipment	C	C	C	C	C
11	1341	"	Engineer Equipment	A	A	A	A	A
12	1341	Sgt/PFC	Engineer Equipment Mechanic	C	C	C	C	C
13	1341	"	Engineer Equipment Mechanic	G	G	G	G	G
14	1345	"	Engineer Equipment	C	C	C	C	C
15	1345	"	Engineer Equipment	C	C	C	C	C
16	1345	"	Engineer Equipment	A	A	A	A	A
17	1345	"	Engineer Equipment	G	G	G	G	G
18	1811	SSgt/Pvt	Tank Crewman**	G	G	G	G	-
19	1811	"	Tank Crewman	G	G	G	G	-
20	1833	SSgt	AAV Chief	G	G	G	G	-
21	1833	Sgt/Cpl	AAV Crew	G	G	G	G	-
22	1833	"	AAV Crew	G	G	G	G	-
23	1833	"	AAV Crew	-	-	G	G	-
24	1833	"	AAV Crew	-	-	G	G	-
25	21XX	"	Armorer	G	G	G	G	G
26	0811	"	Artillery Crewman	G	G	G	G	G
27	2141	Sgt/PFC	AAV Mechanic	G	G	G	G	G
28	2141	"	AAV Mechanic	G	G	G	G	G
29	2141	"	AAV Mechanic	-	-	G	G	G
30	2141	"	AAV Mechanic	-	-	G	G	G
31	2146	"	Tank Mechanic	G	G	G	G	G
32	2146	"	Tank Mechanic	G	G	G	G	G
33	2147	Cpl/PFC	LAV Mechanic	G	G	G	G	-
34	2147	"	LAV Mechanic	-	-	-	-	-
35	0621	"	Field Radio Operator	C	C	C	C	C
36	2841	"	Radio Repair	C	C	C	C	C
37	3521	Sgt/PFC	Motor Transport Technician	C	C	C	C	C
38	3521	"	Motor Transport Technician	C	C	C	C	C

\*\* Familiarity with M60 tank/bridge operations.

Notional USMC OPP Ship Detachment (MPSRON 2 used as a baseline) (Continued).

Line #	MOS	Rank	Billet	Ships				
				Button	Lopez	Phillips	Kocak	Stockham
39	3521	"	Motor Transport Technician	A	A	A	A	A
40	3521	"	Motor Transport Technician	C	C	C	C	C
41	3521	Sgt/PFC	Motor Transport Technician	G	G	G	G	G
42	3521	"	Motor Transport Technician	G	G	G	G	G
43	3522	Sgt/CPL	Motor Transport Recovery	C	C	C	C	C
44	3529	SNCO	Motor Transport Chief	C	C	C	C	C
45	3531	Sgt/PFC	Motor Transport Operator	C	C	C	C	C
46	3531	"	Motor Transport Operator	C	C	C	C	C
47	3531	"	Motor Transport Operator	C	C	C	C	C
48	3531	"	Motor Transport Operator	A	A	A	A	A
49	3531	"	Motor Transport Operator	A	A	A	A	A
50	3531	"	Motor Transport Operator	A	A	A	A	A
51	3531	"	Motor Transport Operator	G	G	G	G	G
52	3531	"	Motor Transport Operator	G	G	G	G	G
53	3531	"	Motor Transport Operator	G	G	-	-	-
54	3531	"	Motor Transport Operator	CE	CE	CE	CE	CE
55	3533	"	LVS Operator	C	C	C	C	C
56	3533	"	LVS Operator	C	C	C	C	C
57	3533	"	LVS Operator	C	C	C	C	C
58	3533	"	LVS Operator	C	C	C	C	C
59	3533	"	LVS Operator	A	A	A	A	-
60	3533	"	LVS Operator	G	A	-	G	G
61	6071	Sgt/Cpl	AGSE Mechanic	A	A	A	-	A
62	7051	"	A/C Crash	A	A	A	A	A
63	N/A	LCpl	Messman	C	C	C	C	C
64	N/A	"	Messman	A	A	A	A	A
65	N/A	"	Messman	G	G	G	G	G
<b>Total officer/enlisted: MPE/S distribution will drive actual numbers.</b>				<b>1/58</b>	<b>1/58</b>	<b>1/60</b>	<b>1/61</b>	<b>1/51</b>

**SLRP (MPF MEB)**

<b>SLRP Headquarters Element</b>			
<b>Line #</b>	<b>MOS</b>	<b>Rank</b>	<b>Billet</b>
1	9906/9904	Col	OIC SLRP (AC/S G-3/4)
2	0491	MSgt	Logistics Chief
3	0402	Maj	Operations Officer (G-4)
4	3002	Capt	Assistant Supply Officer
5	1302	Maj	Engineering Officer
6	2300	CDR	Medical Planner
7	Any	LtCol	Deputy AC/S, G-3
8	Any	Maj	Plans Officer, G-3
9	0202	Capt	Security Officer
10	Any	MSgt	Operations Chief, G-3
11	01XX	Officer	G-1 Representative
12	0202	Officer	G-2 Representative
13	0204	CWO	CI Officer
14	0602	Maj	G-6 Representative
15	4402	Capt	SJA
16	Any	Capt	H&S Co. Representative
17	Any	SNCO	H&S Co. Operations Chief
18	0411	SSgt	Maintenance Chief
19	0431	Cpl	Clerk/Driver G-4
<b>Total: 14 officers, 5 enlisted</b>			
<b>Interrogator Translator Team</b>			
20	0204	CWO	OIC
21	0251	MSgt/Cpl	Translator
22	0251	MSgt/Cpl	Translator
<b>Total: 1 officer, 2 enlisted</b>			
<b>Civil Affairs Team</b>			
23	0107	Any	OIC
24	8441	GySgt/Cpl	Team Member
<b>Total: 1 officer, 1 enlisted</b>			
<b>Communications Team</b>			
<b>Line #</b>	<b>MOS</b>	<b>Rank</b>	<b>Billet</b>
25	0691	MGySgt/GySgt	Radio Chief/SNCOIC
26	0619	GySgt/SSgt	Wire Chief
27	2811	Sgt	Telephone Technician
28	0653	"	Communications Center Man
29	0653	LCpl	Communications Center Man
30	0621	"	Radio Operator/Driver
31	0621	"	"
32	0621	"	"
33	0621	"	"
34	0621	"	"
35	0621	"	"
36	0621	LCpl	"
<b>Total: 0 officers, 12 enlisted</b>			

Aviation Combat Element Detachment			
37	0402/9969	Maj	OIC/ACO
38	9969	Capt	Assistant S-3/Operations Officer
39	0402	Maj	MWSS Operations Officer
40	9969	Capt	MWSS Airfield Operations Officer
41	9930	Maj	MACG OIC/Air Defense Coordinator
42	0602	Capt	MACG Communications Representative
43	6602	"	Aviation Supply Representative
44	6019	MSgt	Aircraft Maintenance Representative
45	6502	CWO	Aviation Ordnance Representative
46	7320	1stLt	MATCS Representative
47	2311	Sgt	Ammunition Technician MWSS
48	Any	Cpl	Clerk/Driver
<b>Total: 9 officers, 3 enlisted</b>			
Combat Service Support Detachment			
49	9911	LtCol	OIC
50	Any	"	Operations Officer
51	XXXX	Capt	Contract Officer
52	0402	"	Motor Transport Officer
53	0402	"	Landing Support Officer
54	0431	SSgt	Landing Support SNCO
55	3002	Capt	Supply Officer
56	3043	GySgt	Supply Chief
57	1302	Capt	Engineer Officer
58	0602	"	Communications-Electronics Officer
59	2340	CWO	Ammunition Officer
60	8404	HMC	Corpsman (HMC)
61	8425	HM	Corpsman
62	58XX	Capt/GySgt	Provost Marshall Officer
<b>Total: 10 officers, 4 enlisted</b>			
Ground Combat Element (MAGTF) Detachment			
Line #	MOS	Rank	Billet
63	9911	LtCol	OIC
64	9911	Maj	Assistant S-3/Operations Officer
65	0402	"	S-4
66	1302	Capt	CEB Assistant S-3/Operations Officer
67	0802	"	Artillery Battalion Assistant S-3/Operations Officer
68	1802	"	Tank Battalion Assistant S-3/Operations Officer
69	1803	"	AAV Battalion Assistant S-3/Operations Officer
70	02XX	Capt/SSgt	Security Representative
71	06XX	"	Communications-Electronics Representative
72	35XX	Cpl	Clerk/Driver
<b>Total: 9 officers, 1 enlisted</b>			
Force Protection Officer			
73	Any	Maj/CWO	Force Protection Officer
74	Any	Sgt/Cpl	NCO
<b>Total: 1 officers, 1 enlisted</b>			

<b>Commander, MPF Detachment</b>			
75	XXXX	Lt	SSO
76	XXXX	LCDR	CMPF Representative
<b>Total: 2 officers, 0 enlisted</b>			
<b>Navy Support Element Detachment</b>			
77	LCDR	NBG/AAOG Liaison Officer	77
78	CWO	Beach Party Team Commanding Officer	78
79	Any	Camp Support Element OIC	79
80	LCDR	PhibCB Commanding Officer	80
81	CPO	Special Warfare Group Detachment	81
82-85	PO	Driver	82-85
86	LCDR	NCHF OIC	86
87	CPO	Cargo Handling Element Ship Supervisor	87
<b>Total: 4 officers, 4 enlisted</b>			
<b>Naval Construction Force Detachment</b>			
88	LCDR	OIC	88
89	LT	Assistant OIC	89
90	CPO	Operations Chief	90
91	LT	Medical Officer	91
92	CM1	Administration	92
93	IS1	Intelligence	93
94	CM2	Driver/Clerk	94
95	IT2	Communications	95
96	CPO	UCT Air Det OIC	96
97-102	XXXX	UCT Air Det	97-102
<b>Total: 3 officers, 7 enlisted</b>			
<b>FH Detachment</b>			
103	LCDR	OIC	103
104	LT	Medical Officer	104
105	HMCS	Medical Planner	105
106	LT	Engineer Planner	106
107	HM2	Driver	107
<b>Total: 3 officers, 2 enlisted</b>			

**SLRP (MPF MEU-SIZED)**

<b>Command Element</b>			
<b>Line #</b>	<b>MOS</b>	<b>Rank</b>	<b>Billet</b>
1	9906	Col	OIC, SLRP
2	Any	LtCol	MPF Officer
3	01XX	Capt	G-1 Officer
4	0151	Sgt	Admin Clerk
5	0202	Maj/LtCol	Intelligence Officer
6	0204	CWO-3/Capt	CI Officer
7	Any	Capt/Maj	LSO
8	0491	MSgt/GySgt	Operations Chief
9	0431	Sgt/Cpl	MDSS II Clerk
10	Any	Cpl/Sgt	OPS ADMIN NCO
11	Any	LCpl/Cpl	OPS ADMIN Clerk
12	Any	Capt	Logistics Plans Officer
13	9910	Maj	Strategic Mobility Officer
14	0491	MSgt/GySgt	Logistics SNCO
15	04XX	Cpl	Logistics Clerk
16	Any	LtCol/Maj	Plans Officer
17	0602	Maj/LtCol	Communications/Electronics Officer
18	4010	CWO	Network Operator
19	0602	Sgt	Radio Operator
20	4402	Capt	SJA
21	3404	Capt/Maj	Comptroller
22	3451	Sgt	Comptroller Clerk
23	3002	Capt/Maj	Supply Officer
24	8404	HM 1/3	Index Duty Corpsman
<b>Total: 14 officers, 10 enlisted</b>			
<b>Aviation Combat Element Detachment</b>			
25	9969	Maj	OIC, ACE Detachment
26	9969	Capt	ACE OPS Representative
27	0402	Capt	ACE Logistics Representative
28	Any	Cpl	Clerk
<b>Total: 3 officers, 1 enlisted</b>			

<b>Combat Service Support Element (MAGTF) Detachment</b>			
<b>Line #</b>	<b>MOS</b>	<b>Rank</b>	<b>Billet</b>
29	9911	Maj	OIC, CSS Detachment
30	1302	Capt	Engineer Officer
31	Any	"	CSS Operations Officer
32	9656	"	Contracting Officer
33	0402	"	TSB Rep
34	58XX	Capt/GySgt	PMO Officer
35	0402	Capt	Motor Transport Officer
36	06XX	Capt/SSgt	Communications Officer
37	0402/3510	Capt/CWO	Maintenance Officer
38	8425	HM 1/3	Hospital Corpsman
39	Any	Sgt	CSS Clerk
<b>Total: 9 officers, 2 enlisted</b>			
<b>Ground Combat Element Detachment</b>			
40	9911	Maj	OIC, GCE Detachment
41	9911	Capt	Operations Representative
42	0402	"	Logistics Officer
43	02XX	GySgt	G-2, Intelligence Chief
44	Any	"	H&S Co GySgt
<b>Total: 3 officers, 2 enlisted</b>			
<b>Navy Support Element Detachment</b>			
<b>Line #</b>	<b>Rank</b>	<b>Billet</b>	
45	LCDR	OIC/AAOG Liaison Officer	
46	LT	BPT Commander	
47	LCDR	Support Commander	
48	LT	Camp Support Element CO	
49	CPO	Camp Support Chief Petty OIC	
50	PO1	Camp Support Engineering Aide	
51	LT	Naval Beach Group Supply Officer	
52	LT	Cargo Handling (Only Pier Side)	
53	CPO	Special Warfare Group Representative	
54-56	Petty Officer	Driver	
57	CPO	Communications-Electronics Representative	
<b>Total: 6 officers, 5 enlisted</b>			
<b>Commander, MPF Detachment</b>			
<b>Line #</b>	<b>Rank</b>	<b>Billet</b>	
58	LCDR	CMPF Representative	
59	LT	SSO	
60	CPO	CMPF Communications Representative	
61	XXXX	CMPF Plans Assistant	
62	XXXX	NCIS Agent	
<b>Total: 3 officers, 1 enlisted</b>			

## AAOG

Line #	Location	MOS	Rank	Billet
1	Advance Party	9904	Col	OIC
2	" "	Any	LtCol	Operations Officer
3	" "	0402	LtCol	Logistics Officer
4	" "	0302	Maj	LSO
5	" "	Any	Capt/CWO	Security Watch
6	" "	"	Capt/GySgt	GCE LNO
7	" "	"	Capt/GySgt	ACE LNO
8	" "	"	Capt/GySgt	CSSE LNO
9	" "	"	POI	NSE LNO
10	" "	"	As Required	NCF LNO
11	" "	"	Capt/GySgt	AAOG LNO to MCC
12	" "	"	Capt/GySgt	BICmd TAAT LNO
13	" "	"	Capt/WO	Watch Officer
14	" "	"	Capt/WO	" "
15	" "	0491/3043	MSgt	AAOG Chief
16	" "	Any	SNCO	Watch Chief
17	" "	0629	GySgt/SSgt	Radio Chief
18	" "	Any	Cpl	Watch Clerk
19	" "	"	LCpl	" "
20	" "	0621	LCpl	Radio Operator
21	" "	"	Cpl	" "
22	" "	0651	Cpl	Data Systems Operator
23	" "	"	LCpl	" "
24	" "	28XX	Cpl	Communications Technician
25	" "	0491	GySgt	LOGAIS Chief
26	" "	0431	NCO	MDSS II Operator
27	" "	"	LCpl	" "
28	" "	"	LCpl	" "
29	" "	"	LCpl	" "
30	" "	"	Cpl	Embarkation Clerk
31	" "	"	LCpl	" "
<b>Total: 12 officers, 19 enlisted</b>				

**AAOE**

<b>Command Element</b>				
<b>Line #</b>	<b>Location</b>	<b>MOS</b>	<b>Rank</b>	<b>Billet</b>
1	Advance Party at Unit Location	9910	Maj	OIC
2	" "	3002	Capt	Assistant OIC/Supply Officer
3	" "	3043	GySgt	Chief
4	" "	3043	SSgt	Supply Chief
5	" "	3043	SSgt	AAOG Liaison
6	" "	3043	Sgt	Account NCO
7	" "	3043/0431	Cpl	Account Clerk
8-9	" "	3043/0431	LCpl	" "
10	" "	3531	SSgt	Motor Transport Team Leader
11	" "	3531	Sgt	Vehicle Operator
12-16	" "	3531/3533	Cpl/LCpl	" "
17	" "	3533	LCpl	Motor Transport Mechanic
18	" "	1345	Sgt	Engineer Equipment Team Leader
19-23	" "	1345	Cpl/LCpl	Engineer Operator
<b>Total: 2 officers, 21 enlisted</b>				
<b>Ground Combat Element</b>				
1	" "	0302	LtCol	OIC
2	" "	3002	Capt	Assistant OIC
3	" "	3002	1stLt	Supply Officer
4	" "	0402	Maj	AAOG Liaison Officer
5	" "	0411	GySgt	Maintenance Management Specialist
6	" "	0411	Cpl	" "
7	" "	0481	Cpl	AACG/DACG Rep
8	" "	2311	SSgt	Ammo Chief
9	" "	0431	LCpl	MDSS II Clerk
10	" "	3043	LCpl	Supply Clerk
11	" "	06510	LCpl	LAN Operator
12	" "	8404	HMC	Chief Hospital Corpsman
<b>Total: 4 officers, 8 enlisted</b>				
<b>Headquarters Company</b>				
13	Advance Party at Unit Location	0302	1stLt	Infantry Officer
14	" "	2171	Cpl	Electro Optic Ordnance Repairer
15	" "	0612	Cpl	Field Wireman
16	" "	0621	LCpl	Field Radio Operator
17	" "	2841	Cpl	Ground Radio Repairer
18	" "	3043	SSgt	Supply Chief
19	" "	3043	Cpl	Supply Clerk
20	Debarcation Team	3523	LCpl	Vehicle Recovery Mechanic

<b>Headquarters Company (Continued)</b>				
<b>Line #</b>	<b>Location</b>	<b>MOS</b>	<b>Rank</b>	<b>Billet</b>
21	Advance Party at Unit Location	3531	Cpl	Vehicle Driver
22	POG	3531	LCpl	Vehicle Driver
23	POG	3533	PFC	LVS Operator
<b>Total: 1 officer, 10 enlisted</b>				
<b>Infantry Battalion 1</b>				
24	Advance Party at Unit Location	0402	Capt	Logistics Officer
25	" "	2171	Cpl	Tow Maintenance Technician
26	" "	2841	Cpl	Ground Radio Repairer
27	" "	3043	SSgt	Supply Chief
28	" "	3529	SSgt	Motor Transport Maintenance Chief
29-30	" "	3521	Cpl	Auto Mechanic
31-36	POG	3531	LCpl	Vehicle Driver
37	Advance Party at Unit Location	8404	HM3	Corpsman
<b>Total: 1 officer, 13 enlisted</b>				
<b>Infantry Battalion 2</b>				
38	Advance Party at Unit Location	0402	Capt	Logistics Officer
39	" "	2171	Cpl	Tow Maintenance Technician
40	" "	2841	Cpl	Ground Radio Repairer
41	" "	3043	SSgt	Supply Chief
42	" "	3529	SSgt	Motor Transport Maintenance Chief
43-44	" "	3521	Cpl	Auto Mechanic
45-50	POG	3531	LCpl	Vehicle Driver
51	Advance Party at Unit Location	8404	HM3	Corpsman
<b>Total: 1 officer, 13 enlisted</b>				
<b>Infantry Battalion 3</b>				
52	Advance Party at Unit Location	0402	Capt	Logistics Officer
53	" "	2171	Cpl	Tow Maintenance Technician
54	" "	2841	Cpl	Ground Radio Repairer
55	" "	3043	SSgt	Supply Chief
56	" "	3529	SSgt	Motor Transport Maintenance Chief
57-58	" "	3521	Cpl	Auto Mechanic
59-64	POG	3531	LCpl	Vehicle Driver
65	Advance Party at Unit Location	8404	HM3	Corpsman
<b>Total: 1 officer, 13 enlisted</b>				

<b>Tank Company</b>				
<b>Line #</b>	<b>Location</b>	<b>MOS</b>	<b>Rank</b>	<b>Billet</b>
66	Advance Party	1802	Capt	Tank Officer
67-68	" "	1812	MSGt	Tank Leader
69-70	" "	1812	LCpl	Tank Crewman
71-72	" "	2111	LCpl	Small Arms Repair/Technician
73	" "	2120	CWO-2	Weapons Repair Officer
74	POG	2146	Sgt	M1A1 Tank Mechanic
75-79	POG	2146	LCpl	M1A2 Tank Mechanic
80	Advance Party	2171	SSgt	TOW Maintenance Technician
81	" "	2171	Cpl	TOW Maintenance Technician
82	" "	0621	LCpl	Field Radio Operator
83	" "	2861	Sgt	Ground Radio Repairer
84	" "	3043	GySgt	Supply Chief
85	" "	3043	Sgt	Supply Clerk
86	" "	3051	LCpl	Warehouseman
87	" "	3521	Sgt	Auto Mechanic
88	" "	3521	Cpl	Auto Mechanic
89	Debarcation Team	3521	LCpl	Auto Mechanic
90	Advance Party	3529	MSGt	Motor Transport Maintenance Chief
91	" "	3531	LCpl	Vehicle Driver
92	POG	3531	LCpl	Vehicle Driver
93	POG	3533	LCpl	LVS Operator
<b>Total: 2 officers, 26 enlisted</b>				
<b>Artillery Battalion</b>				
94	Advance Party	0802	Capt	Artillery Officer
95	" "	0811	Sgt	Field Artillery Cannoneer
96-97	POG	0811	LCpl	Field Artillery Cannoneer
98	Advance Party	2131	Sgt	Artillery Systems Technician
99-100	" "	0621	LCpl	Field Radio Operator
101	" "	0691	GySgt	Communications Chief
102	" "	2841	Cpl	Ground Radio Repairer
103	" "	3043	GySgt	Supply Chief
104	" "	3043	Cpl	Supply Chief
105	" "	3521	Cpl	Auto Mechanic
106-107	" "	3521	LCpl	Auto Mechanic
108	Debarcation Team	3523	LCpl	Vehicle Recovery Mechanic
109	Advance Party	3529	SSgt	Motor Transport Maintenance Chief
110	" "	3531	LCpl	Vehicle Driver
111	" "	0811	Cpl	Vehicle Driver
112	" "	3531	Cpl	Vehicle Driver
113	" "	0811	LCpl	Vehicle Driver
114	POG	3531	Cpl	Vehicle Driver
115	" "	3531	LCpl	Vehicle Driver
116	" "	0811	LCpl	Vehicle Driver
<b>Total: 1 officer, 22 enlisted</b>				

<b>Light Armored Reconnaissance Battalion</b>				
<b>Line #</b>	<b>Location</b>	<b>MOS</b>	<b>Rank</b>	<b>Billet</b>
117	Advance Party	0302	1stLt	Infantry Officer
118	" "	2111	PFC	LAV Crewman/Technician
119	Debarkation Team	2171	Cpl	LAV Crewman/Technician
120-122	" "	2147	LCpl	LAV Crewman/Technician
123-124	" "	2147	Cpl	LAV Crewman/Technician
125	" "	0313	Cpl	LAV Crewman/Technician
126	" "	2147	LCpl	LAV Crewman/Technician
127	POG	0313	PFC	LAV Crewman/Technician
128	"	2147	Cpl	LAV Crewman/Technician
129-130	" "	0313	PFC	LAV Crewman/Technician
131	" "	0313	Cpl	LAV Crewman/Technician
132	" "	0311	Cpl	LAV Crewman/Technician
133	Advance Party	2147	SSgt	LAV Technician
<b>Total: 1 officer, 16 enlisted</b>				
<b>Assault Amphibian Company 1</b>				
134	Advance Party	1803	Capt	AAV Officer
135	" "	0402	1stLt	Logistics Officer
136	" "	1833	Sgt	AAV Crewman
137-138	" "	1833	LCpl	AAV Crewman
139-140	POG	1833	LCpl	AAV Crewman
141	"	2111	LCpl	Small Arms Repair/Technician
142-143	"	2141	LCpl	AAV Mechanic
144	Advance Party	2141	Cpl	AAV Mechanic
145	" "	2841	Cpl	Ground Radio Repairer
146	" "	3043	SSgt	Supply Chief
147-148	" "	3531	LCpl	Vehicle Driver
149	POG	3531	LCpl	Vehicle Driver
150	"	3533	LCpl	LVS Operator
<b>Total: 2 officers, 15 enlisted</b>				
<b>Assault Amphibian Company 2</b>				
151	Advance Party	2110	CWO-2	Ordnance Maintenance Officer
152	" "	1833	GySgt	AAV Crewman
153	" "	2141	Sgt	AAV Officer
154	" "	2141	Sgt	AAV Mechanic
155	POG	1833	LCpl	AAV Crewman
156	"	1833	Cpl	AAV Crewman
157-159	"	1833	LCpl	AAV Crewman
160	Advance Party	2111	Cpl	Small Arms Rep Technician
161	" "	2841	LCpl	Ground Radio Repairer
162	" "	0621	Cpl	Field Radio Operator
163	" "	3521	LCpl	Auto Mechanic
164-165	POG	3531	LCpl	Vehicle Driver
166	"	3533	Cpl	LVS Operator
<b>Total: 1 officer, 15 enlisted</b>				

<b>Combat Engineer Company</b>				
<b>Line #</b>	<b>Location</b>	<b>MOS</b>	<b>Rank</b>	<b>Billet</b>
167	Advance Party	1302	Maj	Executive Officer
168	" "	1302	Capt	Company Commander
169	" "	0402	LT	S-4/Embark/Ordnance Officer
170	" "	3002	LT	Supply Officer
171	" "	1349	GySgt	Platoon Sgt/Operations Chief
172	" "	3537	SSgt	Truckmaster
173	POG	3531	LCpl	Vehicle Operator
174	"	35330	LCpl	LVS Operator
175	POG	1345	LCpl	Equipment Operator
176	Advance Party	0621	Cpl	Field Radio Operator/Driver
177	" "	1171	Sgt	Equipment Operator
178	" "	3043	Sgt	Supply Admin/Clerk
179	" "	3521	Cpl	Auto Mechanic
180	" "	2841	LCpl	Ground Radio Repairer
181	POG	3531	Cpl	Vehicle Operator
182	"	1345	LCpl	Equipment Operator
183	"	1345	Cpl	Equipment Section NCO
184	Advance Party	1142	Cpl	Generator Operator
185	" "	1341	LCpl	Equipment Mechanic
<b>Total: 4 officers, 15 enlisted</b>				
<b>Truck Detachment</b>				
186	Advance Party	3521	Cpl	Auto Mechanic/Driver
187	" "	3521	LCpl	Auto Mechanic/Driver
188-190	POG	3521	LCpl	Auto Mechanic/Driver
191	Debarcation Team	3521	LCpl	Vehicle Recovery Mechanic
<b>Total: 0 officers, 6 enlisted</b>				
<b>Aviation Combat Element</b>				
1	Advance Party	0302	LtCol	OIC
2	" "	3002	Capt	Assistant OIC
3	" "	3002	1st Lt	Supply Officer
4	" "	0402	Maj	AAOG Liaison Officer
5	" "	0411	GySgt	Maintenance Management Specialist
6	" "	0411	Cpl	Maintenance Management Specialist
7	" "	0481	Cpl	AACG/DACG Rep
8	" "	2311	SSgt	Ammo Chief
9	" "	0431	LCpl	MDSS II Clerk
10	" "	3043	LCpl	Supply Clerk
11	" "	0651	LCpl	LAN Operator
12	" "	8404	HMC	Chief Hospital Corpsman
<b>Total: 4 officers, 8 enlisted</b>				

<b>Combat Service Support Element</b>				
<b>Line #</b>	<b>Location</b>	<b>MOS</b>	<b>Rank</b>	<b>Billet</b>
1	Advance Party	0402	LtCol	OIC
2	" "	0402	Maj	AOIC/OPS Off
3	" "	660x	CWO-Capt	Watch Officer
4	" "	Any	CWO-Lt	Watch Officer
5	" "	0491	MSgt	SNCOIC
6-7	" "	3537	GySgt	Motor Transport Chief
8-9	" "	0431	Cpl-Sgt	MDSS II Clerk
10-11	" "	3043	Cpl-Sgt	ATLASS Clerk
11-14	Advance Party	0431	PFC-LCpl	LOGMARS Scanner
15-18	" "	Any	PFC-LCpl	HMMWV Driver
19	" "	0621	Cpl	Communications Representative
20	" "	0651	LCpl	LAN Operator
21	" "	01XX	Cpl-Sgt	Clerk/Driver
22-23	" "	8404	HM2	Corpsman
<b>Total: 4 officers, 20 enlisted</b>				
<b>Naval Mobile Construction Battalion</b>				
<b>Line #</b>	<b>Location</b>	<b>Rank</b>	<b>Billet</b>	
1	Advance Party	LT	OIC	
2	" "	Command Master Chief	Construction Mechanic Chief	
3-6	" "	CM1	Construction Mechanic LPO	
7-26	" "	CM2/3	Construction Mechanic PO	
27	" "	EOCS	Equipment Operator Chief	
28-31	" "	EO1	Equipment Operator LPO	
32-41	" "	EO2/3	Equipment Operator PO	
42	" "	BUC	Builder Chief	
43-44	" "	BU1	Builder LPO	
45-47	" "	BU2	Builder PO	
48	" "	SW3	Steel Worker PO	
49	" "	UT3	Utilities Man PO	
50	" "	Construction Electrician1	Construction Electrician LPO	
51-53	" "	Construction Electrician2/3	Construction Electrician PO	
54	" "	SKC	Supply Chief	
55	" "	SK1	Supply LPO	
56	" "	SKI	Supply LPO	
57-61	" "	SK2/3	Supply PO	
62-65	" "	YN2/3	Yeoman	
66	" "	RM1	Radioman	
67	" "	GM1	Gunner's Mate	
68	" "	EA1	Engineering Aide LPO	
69	" "	HM1	Hospital Corpsman	
<b>Total: 1 officer, 68 enlisted</b>				

## Navy Security Elements

Commander, MPF/Seaward Security Officer Detachment					
Line #	Desig	Rank	Billet	PNOBC	SNOBC
1	1115	CAPT	Detachment SSO	9450	
2	1115	CDR	Detachment OIC	9450	
3	1115	LCDR	Detachment Support	9450	
4-6	1115	LCDR	Watch Officer	9450	
7-9		OSC/OS1	Watch Support		
10-12		OS1/OS2	Operator		
13-15		ITC/IT1	Communications Support		
16-18		ET1/ET2	Mast Support		
19-21		EM1/EM2	Electrician		
22-24		EN1/EN2	Engineman		
25		GMC/GMG1	Weapons Support		
26		Chief Mess Management Specialist/MS1	Messing		
27		HMC/HM1	Medical		
28		SKC/SK1	Supply Support		
<b>Total: 4 officers, 10 enlisted</b>					
Naval Coastal Warfare Element/Mobile Inshore Undersea Warfare Unit					
1	1115	CDR	CO	9420	9450
2	1115	LCDR	Executive Officer	9436	9450
3	1115	LCDR	Administrative Officer	2615	9450
4	1115	LCDR	OPS Afloat	9274	9450
5	3105	LCDR	General Support	1918	0000
6	1115	LCDR	Facilities Manager	9442	9450
7	1115	LT	Communications Ashore	9510	9450
8-9	1115	LT	INSHR USEA WRF	9450	0000
10	1115	LT	FIRST LT Afloat	9242	9450
11	1115	LT	Electronics Officer	5977	9450
12	1115	LT	Transportation Director/INSHR USEA WRF	1295	9450
13		BMC	Boatswain's Mate	0000	0000
14		BM1	Boatswain's Mate	0000	0000
15		BM3	Boatswain's Mate	0000	0000
16-18		BMSN	Boatswain's Mate	0000	0000
19		QM1	Quartermaster	0000	0000
20		QM3	Quartermaster	0000	0000
21		OS1	Operations Specialist	0342	0000
22		OS1	Operations Specialist	0000	0000
23		OS2	Operations Specialist	0000	0000
24-25		OS3	Operations Specialist	0342	0000
26-27		OS3	Operations Specialist	0000	0000

Naval Coastal Warfare Element/Mobile Inshore Undersea Warfare Unit (Continued)					
Line #	Desig	Rank	Billet	PNOBC	SNOBC
28		OSSN	Operations Specialist	0000	0000
29		STGC	Sonar Technician (Surface)	0443	0450
30		STG2	Sonar Technician (Surface)	0450	0000
31-32		STG3	Sonar Technician (Surface)	0443	0000
33		SM2	Signalman	0000	0000
34		SM3	Signalman	0000	0000
35		SMSN	Signalman	0000	0000
36	ACDU USN Billet	OTA1	Ocean Systems Technician (A)	0000	0000
37		OTA2	Ocean Systems Technician (A)	0000	0000
38		OTA3	Ocean Systems Technician (A)	0000	0000
39		OTASN	Ocean Systems Technician (A)	0000	0000
40-41		OTM2	Ocean Systems Technician (M)	0000	0000
42		GMC	Gunner's Mate	0812	0000
43-44		GMG1	Gunner's Mate (Guns)	0000	0000
45-46		GMG	Gunner's Mate (Guns)	0000	0000
47		GMGSN	Gunner's Mate (Guns)	0000	0000
48		ET1	Electronics Technician	1460	1425
49		ET1	Electronics Technician	0000	9512
50	TAR Billet	ET2	Electronics Technician	1460	1425
51		ET3	Electronics Technician	0000	0000
52		ETSN	Electronics Technician	0000	0000
53		DS3	Data Systems Technician	1677	0000
54		EW1	Electronics Warfare Technician	0342	0000
55-56		EW3	Electronics Warfare Technician	0000	0000
57		ITC	Radioman	0000	0000
58	TAR Billet	IT1	Radioman	0000	0000
59-60		IT2	Radioman	0000	0000
61-63		IT3	Radioman	0000	0000
64		YNC	Yeoman	0000	0000
65	TAR Billet	YN1	Yeoman	0000	9588
66	TAR Billet	PN1	Personnelman	2720	0000
67		DP2	Data Processing Technician	2720	0000
68		SKC	Storekeeper	0000	9595
69	TAR Billet	SK1	Storekeeper	0000	0000
70		SK2	Storekeeper	0000	0000
71		MS1	Mess Management Specialist	0000	0000
72		MS2	Mess Management Specialist	0000	0000
73		MS3	Mess Management Specialist	0000	0000
74		EN1	Engineman	4313	0000
75		EN1	Engineman	0000	0000

Naval Coastal Warfare Element/Mobile Inshore Undersea Warfare Unit (Continued)					
Line #	Desig	Rank	Billet	PNOBC	SNOBC
76	ACDU USN Billet	EM1	Electrician's Mate	0000	0000
77	TAR Billet	EM2	Electrician's Mate	0000	0000
78		Construction Electrician2	Construction Electrician	0000	0000
79		Construction Electrician	Construction Electrician	0000	0000
80		EO2	Equipment Operator	0000	0000
81		EOSN	Equipment Operator	0000	0000
82		CM1	Construction Mechanic	0000	9512
83		CM2	Construction Mechanic	0000	0000
84-85		CMSN	Construction Mechanic	0000	0000
86		HM1	Hospital Corpsman	8404	0000
87		HM3	Hospital Corpsman	0000	0000
88-104		PO3	Petty Officer (Security Force)	0000	0000
<b>Total: 12 officers, 92 enlisted</b>					

## Debarkation Team

The debarkation team is comprised of a headquarters formed from the OCU augmented by the MOLT, a USN debarkation team, and a USMC debarkation team. Sizing of the USMC team is driven by the class of ship and means of offload.

### USN Debarkation Team

A normal cargo handling force requires eight seven-man hatch teams for 24-hour operations. A hatch team is comprised of a hatch captain, hold boss, crane operator, and four stevedores. These hatch crews must be billeted on the ship they are assigned to offload. If the scope of the exercise or operation is reduced, fewer hatch teams may be required. Additional USMC debarkation personnel can be billeted on the ship if hatch team requirements are reduced. The FH and NMCB detachments are only assigned to specific ships—two for the FH and three or four for the NMCB, depending on the embarkation spreadload

Nondebarkation team personnel will be billeted ashore; i.e., the Navy's assault craft unit, beachmaster unit, and amphibious construction battalion personnel must debark also on Navy-day

(O-1) to facilitate the embarkation of the NAVCHAPGRU personnel. The main difference in the USN debarkation team for instream and pier side offloads is the reduction of the four-person lighterage control section during pier side offloads.

### USMC Debarkation Team

The USMC debarkation team is under the OPCON of the OIC, OCU (normally a Navy commander). The team may range from 6 to 40 Marines and corpsmen (normally the residual of the USMC OPP). Accordingly, 30 to 50 Marines from the OPP must debark during Navy Day (O-1) to facilitate the embarkation of the NAVCHAPGRU personnel. At a minimum, the USMC Ship OIC, two corpsmen, and three cooks/messmen must be retained as the six core personnel. The remainder of the team is task-organized based on offload requirements. For a successful STS movement, a USMC debarkation team must be billeted aboard the ship for 24-hour operations. These limitations are normally temporarily waived for an 8 to 12-hour period as AAV crews complete their final preparation for splashing their AAVs at first light on O-Day.

Debarkation Team Headquarters (OCU)			
Line #	MOS	Rank	Billet
1	XXXX	CDR	OIC (OCU OIC)
2	0491	MSgt	SNCOIC
3	0402	Maj	Assistant OIC (MOLT)
4	0431	Cpl	MDSS II Operator (MOLT)
5	XXXX	LCDR	NAVCHAPGRU OIC
6	XXXX	BMC	NAVCHAPGRU CPO
7	XXXX	BM1	NAVCHAPGRU LPO
8-9	XXXX	LT	OCU Watch Officer
<b>Total: 5 officers, 4 enlisted</b>			
USN Debarkation Team			
Line #	Rank	Billet	
1-2	LT	LCO	
3-4	BMC	Lighterage Control Chief	
5-6	LT	Ship Supervisor	
7-62	XXXX	Hatch Team Personnel	
63	Petty Officer	Cook	
64-67	Petty Officer	Personnel	
68-72	Petty Officer	NMCB Personnel	
<b>Total: 4 officers, 68 enlisted</b>			



# APPENDIX P

## SLRP REPORT FORMAT

ALPHA: (Administration information)

A1: Brief narrative summary of significant local customs/traditions.

A2: Report local public affairs agencies.

A3: Report location/description of recommended command post sites. Units shown as a letter code. Provide command post site overlay by FAX. See **Example** below.

A4: Report available billeting facilities/capacities. See **Example** below.

UNIT    GRID REFERENCE    DESCRIPTION

Unit letter codes:

A: (MAGTF CE)

B: (CMPF CE)

C: (AAOG)

D: (ACE HQ)

E: (GCE HQ)

F: (CSSE HQ)

G: (LFSP HQ)

H: (BOG)

I: (POG)

J: (AACG)

K: (NSE)

L: (NCW)

M: (NCR)

N: (NMCB)

<b>Examples:</b>	A3A	123456	Port services building, Harbor Drive.
	A3B	123456	"            "            "            "
	A3C	123456	Warehouse, Ocean Way.
	A4A	123456	Covered area/heads for approximately 100 personnel.
	A4B	123456	"            "            "            "            "
	A4C	123456	Covered area for approximately 1,000 personnel, portable heads/water trailers required.

A5: Brief narrative summary of sources of available civilian labor.

A6: Report location of US Department of State/other US agencies or facilities.

BRAVO: (Intelligence information)

B1: Report location of local police, security, and military agencies and installations.

AGENCY/INSTALLATION                      GRID REFERENCE

**Example:** B1: Police/HQ                      123456

- B2: List local intelligence agencies available to support mission.  
 B3: Provide narrative summary of CI threat assessments.  
 B4: Provide narrative summary of terrorist/subversive threat in the AAA.

**CHARLIE: (Security information)**

C1: List special security problems or requirements for:

- A: (Airport/airfield)  
 B: (Port)  
 C: (Beach)  
 D: (Road networks/LOCs)  
 E: (Billeting areas)  
 F: (Assembly areas)  
 G: (Ships)  
 H: (Other)

**Examples:** C1A: Perimeter fencing repairs needed; no lighting at gates.  
 C1B: Need concertina wire; perimeter lighting.

C2: List specific functions, responsibilities, and support to be provided by local security forces.

C3: Report required security functions/tasks, suitable areas for emplacement of security forces for a particular task, forces required, and estimated date security required. Provide security plan overlay as applicable.

ACTION	GRID REFERENCE	FORCES REQUIRED	EST DATE REQUIRED
--------	----------------	-----------------	-------------------

<b>Examples:</b> C3A: Secure MEF HQ	123456	6-man Military Police Det	0+1
C3B: Guard Bulk Fuel Storage	2466810	Infantry Squad	0+5

C4: Provide recommendations on special security measurements/changes to FIE/ROE based on threat assessment.

**DELTA: (Air defense information)**

- D1: Provide recommended air defense ROE.  
 D2: Provide special coordination procedures required with HN/other US forces.  
 D3: Report primary and alternate grid locations for Avenger sites and low altitude air defense positions. Provide site overlay and coverage diagrams as applicable.

**ECHO: (Terminal/port facilities information)**

- E1: Report weight bearing capacity of pier in tons with dimensions and height above mean high/low tides.  
 E2: Report locations/berths available.  
 E3: Report harbor berths available.

**Example:** BERTH # LOCATION WATER DEPTH LIGHTING: Y/N

E4: List types and capability of available lighterage.

E5: List types and sizes/capability of available tugs.

E6: Report availability, quantity, and capacity of MHE CHE in port area.

E7: Identify any special liaison requirements or procedures required by HN for use of the port.

E8: Report availability and size/capacity of hardstands/parking lots suitable for overflow storage/maintenance inspection for PEIs, and containers in port area.

E9: Report covered warehouse capacity, in square footage, available for use.

E10: Brief narrative of problems/overall condition of port and associated facilities. Report critical damage/any essential repairs/construction required for successful offload.

FOX: (Beach information)

F1: Units of measure.

F2: Grid and global positioning system coordinates of left and right beach limits.

F3: Locations of offshore obstructions.

F4: Littoral drift.

F5: Datum points/baseline.

F6: Sounding interval.

F7: Sounding lines.

F8: Locations of underwater obstacles.

F9: General beach composition.

F10: General trafficability of beach.

F11: Exits.

F12: State date-time group (DTG) of surf observation.

F13: Significant breaker height.

F14: Maximum breaker height.

F15: Period of breakers.

F16: Breaker types.

F17: Angle/direction.

F18: Lines of breaker and width of surf zone.

F19: Remarks: information important to landing operations; e.g., wind direction, velocity, and visibility.

F20: Anchorage point for MPS to include distance from STS and locations of sand bars capable of impeding marriage/causeway operations.

GOLF: (Airfield control/airfield services information)

G1: Report adequacy of ATC facilities and communications to support flight operations. Identify any modification to the flight information region requirements due to inadequate ATC facilities and communications.

G2: Confirm procedures in accordance with US forces regulations:

**CONTROL AREAS/PROCEDURES Y/N**

- A: Airport area.
- B: Control zone.
- C: Approach control.
- D: En route procedures.

**Example:** G2 B Y

G3: Report crash and rescue services available.

G4: Report available aircraft maintenance facilities equipment and capabilities, to include available spare parts compatible with AMC and MAGTF aircraft.

G5: Report availability, types, and capacities of following equipment at airfield:

- A: MHE.
- B: Transportation assets.
- C: Power units.
- D: Towing equipment.

G6: Report available hanger space/capacity.

G7: Report available billeting facilities/capacities.

G8: Report location/recommended site emplacement for the following facilities (provide overlay by FAX):

**FACILITY GRID REFERENCE DESCRIPTION**

- A: Tactical fuel systems.
- B: IMA/maintenance facility.
- C: Ordnance storage site.
- D: Aircraft arming/rearming sites.
- E: Helicopter/vertical and/or short takeoff and landing aircraft expeditionary operation sites.
- F: Aircraft parking/bed-down spots (by aircraft type).

**Examples:** G8A: Aircraft Refueling 2681012 Refueling Pit

G8B: Hanger 32681011 MALS (RW) operations

G9: Report additional requirements for:

- A: Low and high air pressure.
- B: Cryogenics.
- C: Special tools/equipment.

G10: Report availability of fresh water for aircraft use and drinking water for personnel.

G11: Report adequacy of taxi ways/parking aprons/offload areas in regard to wheel weight bearing capacity for various types of aircraft using these areas.

G12: Report availability, location, and capabilities of fuel storage and distribution/refueling systems at the airfield for:

A: JP-4 and JP-5.

B: MOGAS.

C: Diesel.

G13: Report any grading, construction, and improvement required for early operational capability.

G14: Remarks

HOTEL: (AAOE information; report location of areas by unit; provide overlay by FAX)

AAOE (UNIT) GRID REFERENCE (CENTER) APPROXIMATE SIZE (km<sup>2</sup>)

Unit letter codes:

A: (MAGTF CE)

B: (ACE)

C: (GCE)

D: (CSSE)

E: (MLC)

(Additional number as required)

Examples: H1: A 234562 2.5

H2: B 245678 6.0

INDIA: (Road network information)

I1: Brief narrative description of general condition of road network in security area.

I2: Report condition of major roads/MSRs connecting port and/or beach with the airfield and all CSSAs and AAOEs. Use overlay if possible. Any critical road that is not a type X military Class 60 or greater or that has major construction adversely affecting use should be reported. The information required below is condensed from the route reconnaissance report.

MAJOR CONSTRUCTIONS/OBSTACLES START/STOP DESIGNATION WIDTH LANES CLASS GRID REFERENCE



# APPENDIX Q

## OPP SITREP FORMAT

FROM COMPSRON (ONE/TWO/THREE)//OPP//  
TO CG (ONE/TWO/THREE) MEF//G3/G4//  
CMPF  
INFO CNO WASHINGTON DC//N422//N3//N51/N75/N881/N931//  
CMC WASHINGTON DC//APP/ASL/ASM/LP/LPO/PO/SIG//  
COMMARFORLANT//G-3/G-4//  
COMMARFORPAC//G-3/G-4//  
COMMARCORLOGBASES ALBANY GA//400//  
COMMARCORLOGCOM ALBANY GA//80/G-3//  
COMMARFORRES//G-3/G-4//  
BLOUNT ISLAND COMMAND JACKSONVILLE FL//90//  
ESTABLISHING AUTHORITY  
MPS SHIPS AS APPROPRIATE  
SHIP'S OPERATING COMPANIES  
MEF MAJOR SUBORDINATE COMMAND(S) AS APPROPRIATE (DIVI-  
SION, WING, FSSG)  
COMNAVBEACHGRU (ONE/TWO)  
ACU (TWO/THREE/FOUR)  
BEACHMASTER UNIT (TWO/THREE)  
PHIBCB (TWO/THREE)  
NAVCHAPGRU WILLIAMSBURG VA//N3//  
COMFIRSTNCD LITTLE CREEK VA//N3//  
BT  
EXER//AS REQ ID  
OPER//AS REQ ID  
MSGID/GEN ADMIN/COMPSRON ONE/OPP/  
C L A S S I F I C A T I O N  
SUBJ/OPP SITREP NR AS OF DD1200ZYZR //  
REF/A/DOC/NWP 3-02.3/MCWP 3-32//  
AMPN/REF A CONTAINS OPP SITREP FORMAT//  
RMKS// 1. FOL OPP SITREP PROVIDED IAW FORMAT CONTAINED  
REF A//  
  
ALPHA: DTG OF ARRIVAL ABOARD SHIPS (IF TIMES FOR SHIPS DO  
NOT COINCIDE; NOTE EXCEPTIONS).  
  
EXAMPLE: OPP ARRIVED BOBO 251420L NOV 02  
  
BRAVO: MAJOR PROBLEMS; E.G., CRANE DEADLINED BY SHIP\*  
(USE LETTER CODE FROM BELOW).

EXAMPLE: BC GANTRY CABLE SNAPPED

CHARLIE: EQUIPMENT STATUS. DAILY CUMULATIVE TOTAL PERCENTAGE OF EQUIPMENT INSPECTED AND TAGGED (RED, YELLOW OR GREEN) BY SHIP\*. MOBILE-LOADED PEI'S WILL NOT BE INSPECTED AND TAGGED.

I: (INSPECTED TOTAL)  
R: (RED TAG TOTAL)  
Y: (YELLOW TAG TOTAL)  
G: (GREEN TAG TOTAL)

EXAMPLE: CB I-140 R-20 Y-35 G-85

DELTA: MAINTENANCE CONTACT TEAM REQUIRED ABOARD SHIP TO FACILITATE OFFLOAD (TYPE OF TEAM AND SHIP REQUIRED\*).

EXAMPLE: DA TANK CURRENT/ELECT

ECHO: PARTS REQUIRED BY TAMCN, PART NOMENCLATURE, AND NSN:

S: (ABOARD SHIP\*)  
A: (ASHORE\*)

EXAMPLE: ED S E1875 PUSH ROD, HYDRAULIC 2530001258725

FOX: LATEST RESULTS OF CARGO FUEL AND WATER SAMPLINGS BY SHIP \*:

F: (FUEL)  
M: (MOGAS)  
J: (JP-5)

TYPES OF CONTAMINATION BY PERCENTAGE:

W: (WATER)  
S: (SEDIMENT)  
I: (INORGANIC)  
O: (ORGANIC)  
C: (CONTAMINATION WITH OTHER FUEL)  
W: (WATER [CHLORINATION PERCENTAGE])

EXAMPLE: FD F 0:3 PERCENT (FUEL ON SHIP D IS CONTAMINATED WITH 3 PERCENT ORGANIC SEDIMENT)

GOLF: ADMINISTRATIVE REMARKS BY SHIP CODE\*

\* SHIP CODES:

- A: MV BOBO
- B: MV WILLIAMS
- C: MV BAUGH
- D: SS OBREGON
- E: USNS WHEAT
- F: MV BUTTON
- G: MV LOPEZ
- H: MV PHILLIPS
- I: SS KOCAK
- J: USNS STOCKHAM
- K: MV LUMUS
- L: MV ANDERSON
- M: MV BONNYMAN
- N: MV HAUGE
- O: SS PLESS
- P: USNS MARTIN



# APPENDIX R

## DAILY SITREP FORMAT

FROM MAGTF CDR  
TO ESTABLISHING AUTHORITY  
INFO SUPPORTED COMBATANT CDR  
SUPPORTING COMMANDERS  
CNO WASHINGTON, DC//N85//  
CMC WASHINGTON, DC//PO/LPO//  
COMMARFOR  
FLT  
APPLICABLE TYCOMS  
NAVFOR  
COMPHIBGRU  
CMPF  
COMNAVBEACHGRU  
COMPSRON  
SHIP'S OPERATING COMPANIES  
RESERVE COMMUNITY (AS NECESSARY)  
NAVCHAPGRU WILLIAMSBURG, VA//N3//  
NCWGRU  
OTHERS AS APPROPRIATE  
BT  
CLASSIFICATION//N03120//  
EXER/AS REQUIRED//  
OPER/AS REQUIRED//  
MSGID/GENADMIN/ORIGINATOR/SERVICE//  
SUBJ/MPF OPSUM DTG//  
RMKS/1. OWN SITUATION:  
PERIOD/DD2000Z-DD2000ZMMMMYY//  
LOCATION/PORT, LAT-LONG, AS APPROPRIATE//  
ESTIMATE/CAPABLE OF ACCOMPLISHING ALL ASSIGNED MIS-  
SIONS (OR AS APPROPRIATE)//  
OPSUM/(SUMMARY OF EVENTS OVER THE PAST 24 HOURS)//  
INTENT/NEXT 24 HRS://

COMMSTAT/(STATUS OF COMMUNICATIONS NETS OR LISTING OF TELEPHONE NUMBERS)//

PERSTAT/

COMMAND            START    GAIN    LOSS    END

MAGTF

CMPF

OTHERS (AS APPROPRIATE)//

MEDSTAT/(ANY SIGNIFICANT MEDICAL ISSUES)//

READSTAT/(ANY SIGNIFICANT READINESS ISSUES; E.G., CASUALTY REPORTS)//

FUELSTAT/FUEL CONSUMED IN GALS: (JP-5, MOGAS OR DIESEL)

MAGTF

CMPF

OTHERS (AS APPROPRIATE)

PCT FUEL REMAINING (EA) MPS

MV (SHIP NAME)        .PCT DFM

MV (SHIP NAME)        .PCT DFM

USNS (SHIP NAME)      .PCT DFM//

AMMO STAT/(ANY REAL OR SIMULATED AMMO EXPENDITURES)//

PROVISIONS STAT/(NUMBER OF DAYS REMAINING)//

PAX STAT/(ANY PAX TO TRANSFER BY OTHER THAN SCHEDULED AIRLIFT)//

CARGO STAT/(ANY CARGO TO TRANSFER BY OTHER THAN SCHEDULED AIRLIFT)//

REMARKS/(COMMANDER'S COMMENTS)//

BT

#

NNNN

# APPENDIX S

## HQMC MPF RECONSTITUTION PLANNING

### GUIDANCE MESSAGE FORMAT

FROM CMC WASHINGTON DC//PPO/PO//  
TO CNO WASHINGTON DC//N75/N41/N81//  
COMMARFORPAC G3/G4/ENGR/HSS/G5/ALD/SMO//  
COMMARFOREUR G3/G4/G5/  
COMMARFORLANT G3/G4/ENGR/HSS/G5/ALD/SMO//  
COMMARCORLOGCOM ALBANY GA//400//  
CG MARCORSYSCOM QUANTICO VA//CSA/PSL//  
CNO WASHINGTON DC///N75//N753//N42//N422//N931////  
COMUSNAVXXX//N3//  
INFO CMC WASHINGTON DC PPO/PL/POR/AVN  
CDR USXXCOM//CCJ3/CCJ4//  
CDR USXXCOM XXXXXXXX XX//J3/J4  
HQ USEUCOM//ECJ3/ECJ4//  
CG I MEF//G3/G4/G5/SMO//  
CG II MEF//G3/G4/G5/SMO//  
CG III MEF//G3/G4/G5/SMO//  
CJCS WASHINGTON DC//J1/J3/J4/J5//  
CNO WASHINGTON DC//N3/N5/N43/N431//  
CMC WASHINGTON DC//PLN//  
COMSC WASHINGTON DC//PM3/PM5//  
CG SECOND MEB//G3/G4//  
CG THIRD MEB//G3/G4//  
COMMARCORLOGBASES ALBANY GA//80/G3//  
BLOUNT IS CMD JACKSONVILLE FL//90/923//  
COMSCFE YOKOHAMA JA//N3/N5//  
COMSCXXX XXXXXXXX//00/N3//  
NAVCHAPGRU WILLIAMSBURG VA/00//  
COMNAVBEACHGRU ONE//N3/N4/N5//  
COMNAVBEACHGRU TWO//N3/N4/N5//  
COMFIRSTNCD LITTLE CREEK VA//N3//  
COMNAVFACECOM WASHINGTON DC//SRL//  
COMPSRON ONE//CSO//  
COMPSRON TWO//CSO//  
COMPSRON THREE//N00/N01/N3//  
CBC PORT HUENEME CA//N3//  
PROJMR FLT HOSP FT DETRICK MD//

CDR NAVMEDLOGCOM FT DETRICK MD//  
CDR FLEHOSPSUPPOFF WILLIAMSBURG VA//  
CDR USTRANSCOM TCJ3-TCJ4 SCOTT AFB IL//  
BT  
C L A S S I F I C A T I O N//N03000//  
MSGID GENADMIN/PO//  
SUBJ//HQMC PLANNING GUIDANCE FOR THE RECONSTITUTION OF  
EQUIPMENT AND SUPPLIES FOR THE MARITIME PREPOSITIONING  
FORCE (MPF) PROGRAM//  
REF/A/MSG/CMC WASHINGTON DC/RXXXXXXXXZ XXX XX//  
REF/B/OPT/HQMC PP&O RECONSTITUTION OPT//  
REF/C/MSG/COMMARFORPAC/PXXXXXXXXZ XXX XX//  
REF/D/MSG/CMC WASHINGTON DC/RXXXXXXXXZ XXX XX//  
REF/E/MSG/CMC WASHINGTON DC/RXXXXXXXXZ XXX XX//  
REF/F/DOC/NWP 3-02.3/MCWP 3-32//XX XXX XX//  
REF/G/DOC/NAVMAC 2907//XX XXX XX//  
REF/H/DOC/TM4790-14/2C//XX XXX XXX XX//  
REF/I/MTG/EXCOM//XX XXX XX//  
REF/J/MSG/CMC WASHINGTON DC/RXXXXXXXXZ XXX XX//  
REF/K/MSG/COMPHIBGRU THREE CMPF/PXXXXXXXXZ XXX XX//  
REF/L/DOC/MCWP 4-12//XX XXX XX//  
REF/M/MCO/P3000.17A//XX XXX XX//  
REF/N/INS/CJCSI 4310.01//XX XXX XX//  
REF/O/DOC/SECNAVINST 3000.5//XX XXX XX//  
REF/P/DOC/MCO/4400.150//XX XXX XX//  
NARR/REF A IS EXECUTIVE COORDINATION GROUP (ECG) CALLING  
MSG AND CONFERENCE FOR MPF RECONSTITUTION CONDUCTED  
XX-XX XXX 0X. REF B IS PP&O DIRECTED RECONSTITUTION OPT  
FOR THE MARINE CORPS. REF C IS COMMARFORXXXX MSG ON  
SHORT TERM PLANNING GUIDANCE FOR MPF RECONSTITUTION.  
REF D IS MSG ON GROUND EQUIPMENT INTERIM SUSTAINMENT,  
WAR RESERVE PLANNING, AND RECONSTITUTION GUIDANCE. REF E  
IS THE MPF PO AND REQUIREMENTS CONFERENCE MSG AND CON-  
FERENCE CONDUCTED ON XX XXX XX. REF F IS MPF OPERATIONS.  
REF G IS CURRENT MPF PREPOSITIONING OBJECTIVE (MPO) ESTAB-  
LISHED FOR \_\_ MEF MMC-X. REF H IS TECHNICAL MANUAL FOR  
LOGISTICS SUPPORT FOR THE MPF PROGRAM MAINTENANCE AND  
MATERIAL MANAGEMENT. REF I IS NALMEB EXECUTIVE CONFER-  
ENCE DTD XXXX XXX XX. REF J IS THE GEOPREPOSITIONING PRO-  
GRAM (GEOPREPO) POLICY FOR OUT OF AREA USE. REF K IS  
COMMARFORXXXX MSG ADDRESSING IN THEATER MPF RECONSTITUTION MEETING. REF L IS OPERATIONAL LEVEL LOGISTICS. REF M IS USMC POLICY GUIDANCE FOR MPF PREPOSITIONING PROGRAM. REF N IS LOGISTICS PLANNING GUIDANCE FOR PREPOSITIONING SHIPS. REF O IS SECNAV INSTRUCTION FOR THE MPF PROGRAM RESPONSIBILITIES. REF P IS THE MARINE CORPS CONSUMER SUPPLY MANUAL.

POC/OBREGON/COL/HQMC, POE/DSN 222-XXXX/TEL: COMM 703 692-XXXX/EMAIL: OBREGON@HQMC.USMC.SMIL.MIL//

POC/WILLIAMS/LTCOL/HQMC POE-61/DSN 222-XXXX/TEL: COMM 703 692-XXXX/EMAIL: WILLIAMS@HQMC.USMC.SMIL.MIL/

1. SITUATION. THIS IS A COORDINATED HQMC (PP&O/I&L/AVN/P&R) AND OPNAV (N75/N42) MSG TO PROVIDE INITIAL PLANNING GUIDANCE FOR THE RECONSTITUTION OF NAVY AND MARINE CORPS EQUIPMENT AND SUPPLIES OFFLOADED FROM MARITIME PREPOSITIONING SHIPS (MPSS) IN COMMANDER USXXCOM'S THEATER OF OPERATIONS. IN ADDITION, THIS MSG ESTABLISHES INITIAL PLANNING GUIDANCE FOR MPF MAINTENANCE CYCLE XXXX (MMC-X) THAT WILL COMMENCE IMMEDIATELY FOLLOWING COMPLETION OF INTHEATER PORTION OF RECONSTITUTION.

1.A. (CLASSIFICATION) GENERAL. OPERATION XXXXXX XXXX (OXX) HAS RESULTED IN THE DEPLOYMENT AND OFFLOAD OF X MPSS IOT PROVIDE THE EQUIPMENT AND SUPPLIES REQUIRED TO SUPPORT NAVY AND MARINE FORCES FOR OPERATIONS IN THE XXCOM THEATER OF OPERATION. UPON XXCOM'S DECLARATION OF REDEPLOYMENT DAY (R-DAY) DESIGNATED NAVY AND MARINE CORPS UNITS WILL PREPARE MPS EQUIPMENT AND SUPPLIES (MPE/S) AND RECONSTITUTE THE MPS TO PRE-OFFLOAD READINESS CONDITION TO THE MAXIMUM EXTENT POSSIBLE. THE RECONSTITUTION OF OUR NAVAL MPF CAPABILITY WILL ENABLE THE SUPPORT OF OPERATIONAL FUTURE REQUIREMENTS WHILE MAINTAINING FOCUS ON THE PROGRAMMATIC REQUIREMENTS FOR SUSTAINED PROGRAM RELEVANCE. PER REF L, RECONSTITUTION IS THE REGENERATION, REORGANIZATION, REPLENISHMENT, AND REORIENTATION OF A MAGTF CAPABILITY. RECONSTITUTING MPF CONSISTS OF THE REGENERATION AND REPLENISHMENT OF MPF EQUIPMENT AND SUPPLIES (MPE/S) IN ORDER TO (IOT) ATTAIN TO THE QUANTITIES APPROVED DURING MPF PREPOSITIONING OBJECTIVE (MPO) CONFERENCE.

1.B. PLANNING ASSUMPTIONS. PER REFS A AND B, THE FOLLOWING PLANNING ASSUMPTIONS AND GUIDANCE ARE PROVIDED TO SUPPORT CONTINUING EFFORTS ON MPF RECONSTITUTION PLANNING:

1.B.1. ALL MPSS WILL BE AVAILABLE FOR RECONSTITUTION.

1.B.1.A. THE MPS CURRENTLY IN THE COMMON-USER SEALIFT (USTRANSCOM) WILL BE RETURNED TO THE OPERATING FORCES (REF N) TO SUPPORT RECONSTITUTION AND WILL BE SYNCHRONIZED WITH THE BACKLOAD TIME LINE.

1.B.1.B. THE MPS CURRENTLY SUPPORTING XX MEF OPERATIONAL REQUIREMENTS WILL BE AVAILABLE TO SUPPORT THE OVERALL MPF RECONSTITUTION EQUIPMENT DISTRIBUTION PLAN AS

REPLACEMENT SHIPS RETURN TO SUPPORT THE OPERATIONAL REQUIREMENTS.

1.B.1.C. MPS SQUADRON STAFFS (COMPSRONS) WILL BE RE-EMBARKED ABOARD THE MPS.

1.B.1.D. MPS WITH EXPIRING HULL CERTIFICATIONS MAY REQUIRE OVERHAUL PERIODS PRIOR TO BACKLOAD AND REDEPLOYMENT. SHIP REPOSITIONING, ENGINEERING AND CONTRACTING EFFORT ASSOCIATED WITH MPS OVERHAULS WILL REQUIRE XX-XXX DAYS LEAD TIME IF CONDUCTED PRIOR TO THE RECONSTITUTION OR MMC-X LOADOUT.

1.B.2. FUNDING FOR RECONSTITUTION WILL BE LIMITED. STRICT ACCOUNTABILITY OF ASSETS WILL BE CRITICAL IN ORDER TO REDUCE FUNDING FOR REPLACEMENT OF PRINCIPAL END ITEMS (PEIs), SL-3 COMPONENTS, TOOLS, SETS, KITS, AND CHESTS PER REF P.

1.B.3. ALL MPE/S AND CLASS V MUNITIONS NOT REQUIRED FOR OPERATIONS ISO MARFOR (PRE-R-DAY) WILL BE TRANSPORTED TO A DESIGNATED RECONSTITUTION PREPARATION SITE(S) IN THE MARFOR AO AS EARLY AS POSSIBLE TO EXPEDITE THE RECONSTITUTION PROCESS.

1.B.4. SUFFICIENT NAVY, MARINE CORPS, AND CONTRACTED PERSONNEL WILL BE IDENTIFIED AND AVAILABLE TO SUPPORT THE RECONSTITUTION EFFORTS.

1.B.5. THE MPSRONS WILL BE RECONSTITUTED TO SUPPORT OPERATIONAL REQUIREMENTS, PROVIDE GLOBAL COVERAGE, AND INTEGRATE INTO MMC-X SKED.

1.B.6. ALL MPE/S USED (POST R-DAY) IN THE XXCOM AOR WILL BE RETURNED TO THE RECONSTITUTION SPMAGTF/CSSD AND WILL NOT REMAIN BEHIND TO SUPPORT ON-GOING OPERATIONS.

1.B.7. FOR TIME LINE DEVELOPMENT AND DETERMINATION OF RESOURCE REQUIREMENTS, THE MPS WILL BE BACKLOADED SEQUENTIALLY, ONE SHIP AT A TIME. A DETAILED RECONSTITUTION AND MMC-X SKED WILL BE PUBLISHED VIA SEPCOR.

1.B.8. PER REF K, SPECIFIC SITE(S) FOR INTHEATER RECONSTITUTION HAS NOT BEEN DETERMINED.

1.B.9. PER REF D, GEOPREPOSITIONING (GEOPREPO) ASSETS WILL BE AVAILABLE FOR SOURCING TO SUPPORT MPF RECONSTITUTION.

1.B.10. DEPOT LEVEL MAINTENANCE OF USMC MPE/S WILL NOT BE CONDUCTED INTHEATER ISO MPF RECONSTITUTION.

1.B.11. NEWLY FIELDDED EQUIPMENT AND/OR PEI UPGRADES DEPLOYED INTHEATER NOT ORIGINALLY A PART OF MPE/S ARE

AVAILABLE FOR POSSIBLE MPF RECONSTITUTION; E.G., XXXXX/XX, XXXX.

1.B.12. THE NAVAL CONSTRUCTION FORCE (NCF) INTENDS TO REPLACE 100% OF THEIR MPE/S CONTAINERIZED (CLASS II) EQUIPMENT, FOR MPSRON-X AND MPSRON-X, WITH PRE-BUILT/PRE-STAGED STOCKS IN CONUS.

1.B.13. SUPPLEMENTAL FUNDING FOR RECONSTITUTION WILL BE REQUIRED IOT RETURN THE MPE/S TO PRE-OFFLOAD ATTAINMENT AND READINESS LEVELS.

1.C. PLANNING GUIDANCE. THE INVESTMENT IN DETAILED LOAD PLANNING, MAINTENANCE, ATTAINMENT, AND READINESS LEVELS ATTAINED BEFORE LOADING THE FIRST MPS WILL SIGNIFICANTLY REDUCE THE LONG TERM EFFORTS (MULTIPLE MAINTENANCE CYCLES) TO RETURN THE MPF PROGRAM TO PRE-EMPLOYMENT CAPABILITY. FOL PLANNING GUIDANCE IS PROVIDED TO OUTLINE RECONSTITUTION REQUIREMENTS FOR THE MPF PROGRAM:

1.C.1. REF B ESTABLISHES THE RECONSTITUTION PRIORITIES FOR USMC FORCES. THE FOLLOWING PRIORITY FOR RECONSTITUTING THE MPF CAPABILITY IS AS FOLLOWS:

1.C.1.A. MPSRON-X.

1.C.1.B. MPSRON-X.

1.C.1.C. MPSRON-X.

1.C.2. REDEPLOYMENT OF USMC AND NAVY FORCES WILL BE SYNCHRONIZED AND SUPPORT THE RECONSTITUTION OF OUR MPF (EQUIPMENT, SUPPLIES, SHIPS) CAPABILITIES.

1.C.3. ALL EFFORTS WILL BE MADE TO RE-ASSOCIATE EQUIPMENT WITH DESERT CAMOUFLAGE PAINT SCHEME TO MPSRON-X AND GREEN CAMOUFLAGE PAINT SCHEME WITH MPSRON-X AND MPSRON-X. THE REPAINTING OF EQUIPMENT PAINT SCHEMES, DUE TO EQUIPMENT REDISTRIBUTION, WILL OCCUR IN CONUS AS REQUIRED.

1.C.4. THE BACKLOAD OF THE MPS WILL OCCUR PIER SIDE. LIGHTERAGE WILL REQUIRE STORAGE DURING THE PIER SIDE BACKLOAD.

1.C.5. USE OF MPS STOCKS TO RECONSTITUTE ORGANIC UNIT DEFICIENCIES IS NOT AUTHORIZED WITHOUT HQMC (PO/LP) APPROVAL.

1.C.6. THE MPE/S OFFLOADED IN SUPPORT OF XXCOM OPERATIONS WILL BE INITIALLY RECONSTITUTED INTHEATER AND COMPLETE RECONSTITUTION DURING MMC-X.

1.C.7. ENHANCEMENTS, REFURBISHMENT, AND/OR REPLACEMENT OF MPE/S NOT CONDUCTED IN THEATER WILL BE ACCOMPLISHED DURING MMC-X AT BLOUNT ISLAND COMMAND (BICMD).

1.C.8. STRATEGIC SEALIFT WILL BE USED FOR TRANSPORTING CLASS II/VII MPE/S REQUIRING DEPOT MAINTENANCE IF DETERMINED IT IS NOT LOADABLE AND THE MPS.

1.C.9. THE MPO DEVELOPED DURING REF E WILL BE REFINED AND APPROVED FOR RECONSTITUTION AND MMC-X LOAD PLANNING IN XXX XX DUR A FINAL PO REVIEW. DETAILS WILL BE PROVIDED VIA SEPCOR.

1.C.10. EA MPSRON IS LOADED TO SUPPORT (X) MPF MEB, (X) MPF MEU BREAK-OUT, (X) X BED FLEET HOSPITAL (FH), (X) EXPEDITIONARY AIRFIELD (EAF), AND (X) NAVAL MOBILE CONSTRUCTION BN (NMCB). NAVY SUPPORT ELEMENT (NSE) EQUIP IS PREPOSITIONED TO SUPPORT OFFLOADS, AND CAPABILITY SETS ARE CREATED TO SUPPORT HA/DR OPS. AS SUCH, THE FOLLOWING STANDARD OPERATIONAL SPREAD LOAD HAS PROVEN SUCCESSFUL IN ALL THREE SQUADRONS AND ARE APPROVED FOR RECONSTITUTION AND MMC-X PLANNING:

1.C.10.A. MPF MEB MPE/S WILL BE EQUALLY DISTRIBUTED ACROSS THE MPSRON UNLESS REQUIRED TO SUPPORT THE EMBEDDED MEU "SLICE" CAPABILITY.

1.C.10.B. MPF MEU BREAK-OUT LOADED AND THE FLAG/ALT FLAG MPS.

1.C.10.C. NMCB MPE/S LOADED AND THREE NONFLAG VESSELS.

1.C.10.D. FH LOADED AND THE MPF(E) VESSEL WITH A DESIGNATED EXPEDITIONARY BREAK-OUT (X BEDS).

1.C.10.E. EAF SPREAD LOADED AND THREE MPS.

1.C.10.F. CAPABILITY SETS (REF H) LOADED TO SUPPORT "QUICK ACCESS" (MINIMUM OFFLOADING REQUIRED TO ESTABLISH CAPABILITY).

1.C.10.G. USMC AMMUNITION IS SPREAD THROUGHOUT THE SQUADRON. USN AMMO CO-LOCATED WITH USN CAPABILITY. THE EXPLOSIVE SAFETY QUANTITY DISTANCE (ESQD) REQUIREMENTS PLACED UPON BICMD DICTATES OVERALL SPREAD.

1.C.10.H. AVIATION GROUND SUPPORT EQUIPMENT (AGSE) AND INDIVIDUAL MATERIAL READINESS LIST (IMRL) ITEMS ARE SPREAD THROUGHOUT THE SQUADRON AS REQUIRED WITH AN EMPHASIS ON CONTAINERIZATION.

1.C.10.I. NSE INSTREAM OFFLOAD AND BASECAMP CAPABILITIES LOADED AND THE FLAG/ALT FLAG MPS.

1.C.11. FISCAL REQUIREMENTS IN SUPPORT OF THE MPF RECONSTITUTION WILL BE BASED ON MATERIEL CONDITION (REPAIRS/ MAINTENANCE, FLUID REPLACEMENT, SL-3 REPLACEMENT, DISPOSITION, ETC) OF THE MPE/S AT THE TIME RECONSTITUTION BEGINS. STRICT ACCOUNTABILITY BEYOND THE PEI LEVEL MUST BE ENFORCED AS THIS WILL HAVE A DIRECT AFFECT ON FUNDING LEVELS AND TIME REQUIRED TO RECONSTITUTE THE MPE/S TO CONDITION CODE "A" AND SL-3 COMPLETE.

1.C.12. RETROGRADE OF MPE/S FROM THE FIELD TO THE RECONSTITUTION SPMAGTF COLLECTION POINTS MUST BE CLOSELY COORDINATED TO ENSURE ORIGINAL MPF ASSETS ARE RETURNED TO THE MPS AND NOT TRANSPORTED TO CONUS VIA OTHER MEANS (TO INCLUDE SL-3 COMPONENTS, BASIC ISSUE ITEMS COLLATERAL MATERIAL, TOOLS, CHAINS, DOORS, TARPS, WEAPONS, MOUNTS, RADIOS, VEHICLE/STORAGE TRANSPORTATION FRAMES, AND UNIQUE ITEMS CONTAINING HAZARDOUS OR RADIOACTIVE MATERIALS SUCH AS DAMAGED ARTILLERY FIRE CONTROLS, MORTAR SIGHTS, CHEMICAL AGENT MONITORS, ETC.).

1.C.13. ACCOUNTABILITY AND VISIBILITY OF ASSETS LOADED ABOARD THE MPS DURING RECONSTITUTION IS CRITICAL TO ENABLE OUR ABILITY TO COMMUNICATE/SHARE INFORMATION BETWEEN COMMANDS AND PLAN FOLLOW-ON OPERATIONS. THEREFORE THE FOLLOWING AUTOMATED INFORMATION SYSTEMS (VERSIONS) WILL BE USED FOR MPF RECONSTITUTION:

1.C.13.A. LOGAIS OR THE CURRENT AUTOMATED INFORMATION SYSTEM.

1.C.13.B. REGIONAL ORDNANCE LOGISTICS MANAGEMENT SYSTEM (ROLMS).

1.C.13.C. THEATER ARMY MEDICAL MANAGEMENT INFORMATION SYSTEM (TAMMIS).

1.C.13.D. AVIATION GROUND SUPPORT EQUIPMENT (AGSE): LOCAL ASSET MANAGEMENT SYSTEM (LAMS).

1.C.14. INTHEATER EQUIPMENT MAINTENANCE PREPARATION EFFORTS ARE PARAMOUNT TO ENSURING READINESS IS MAXIMIZED AND OUR WARFIGHTING CAPABILITIES ARE NOT COMPROMISED. THE FOLLOWING FACTORS ARE FUNDAMENTAL TO THE OVERALL MPF RECONSTITUTION PLANNING EFFORT:

1.C.14.A. SUFFICIENT LEAD TIME MUST BE INCORPORATED INTO THE MPS BACKLOAD AND REDEPLOYMENT SKED TO ENSURE ADEQUATE PLANNING TIME AND RESOURCES ARE MADE AVAILABLE.

1.C.14.B. SELECTION OF SUITABLE MPS RECONSTITUTION SITE(S)/ PORT(S) IS CRITICAL TO ENSURE MAXIMUM EFFICIENCY IS ACHIEVED IN PACKAGING, PRESERVATION, MAINTENANCE,

REPAIR, SEGREGATION, STAGING, AND PREPARING EQUIPMENT FOR REDEPLOYMENT.

1.C.14.C. ADEQUATE FACILITIES, SUFFICIENT HARDSTAND, AND INFRASTRUCTURE TO SUPPORT CONTAINER PACKING/STUFFING, VEHICLE MAINTENANCE, EQUIPMENT PREPARATION, AND WASH-DOWN CAPABILITY WILL DRAMATICALLY INCREASE THE EFFICIENCY OF REDEPLOYMENT/BACKLOAD OPERATIONS.

1.C.15. SELECTIVE GEOPREPOSITIONED ASSETS (SOURCE) ARE AVAILABLE FOR SOURCING TO SUPPORT MPF RECONSTITUTION. GEOPREPOSITIONED ASSETS NOT DESIGNATED FOR MPF RECONSTITUTION ARE AVAILABLE TO SUPPORT OUT-OF-AREA USE PER REF J OR SUPPORT COMMARCORLOGBASES WRS REQUIREMENTS PER REF D.

1.C.16. THE NCF WILL REQUIRE STRATEGIC SEALIFT TO MOVE XX TWENTY-FOOT EQUIVALENT CONTAINERS (XX SHORT TONS) FROM CONUS TO THE RECONSTITUTION SITE IN ORDER TO REPLACE/ROTATE INTHEATER NCF ASSETS OFFLOADED FROM THE MPS.

1.C.17. COMMANDERS WILL BE HELD ACCOUNTABLE FOR MPE/S AND RETURNED TO THE SPMACTF/CSSD CONDUCTING RECONSTITUTION PER REFERENCES C AND M.

2. MISSION. ON ORDER, MARINE CORPS AND NAVY FORCES RECONSTITUTE EQUIPMENT AND SUPPLIES ABOARD MARITIME PREPOSITIONING SHIPS (MPSS) WITHIN THE XXCOM AOR IOT PREPOSITION EQUIPMENT AND SUPPLIES ABD THE MPS TO RE-ESTABLISH A GLOBAL MARITIME PREPOSITIONING FORCE (MPF) CAPABILITY AND INTEGRATE THE MPS INTO MMC-X.

3. EXECUTION.

3.A. HQMC INTENT. THE OBJECTIVE OF RECONSTITUTING OUR PREPOSITIONED CAPABILITY IS TO ENABLE A GLOBALLY INTEGRATED WARFIGHTING CAPABILITY FOR OUR MEFS. THE CAPABILITIES PROVIDED BY THE MARITIME AND GEOPREPOSITIONING PROGRAMS MUST BE RECONSTITUTED AS RAPIDLY AS POSSIBLE AND BE RESPONSIVE TO THE WARFIGHTER AND THE SUPPORTED COMBATANT COMMANDER. RECONSTITUTION OF OUR PREPOSITIONING CAPABILITIES MUST BE DELIBERATE AND CAPITALIZE ON THE OPPORTUNITY TO SUPPORT EMERGING OPERATIONAL REQUIREMENTS THAT WILL POSITION THE MARINE CORPS TO ENABLE FUTURE TRANSFORMATIONAL CONCEPTS.

3.B. CONCEPT OF OPERATIONS. THE MPS WILL BE RECONSTITUTED IN A DELIBERATE AND PHASED APPROACH THAT WILL NOT DETRACT FROM ONGOING OPERATIONS WITHIN THE XXCOM AOR. THE FIFTH PHASE OF MPF OPERATIONS IS RECONSTITUTION

AND MUST BE INTEGRATED INTO MMC-X. IOT ACCOMPLISH THIS REQUIREMENT, MPF RECONSTITUTION WILL OCCUR IN TWO DISTINCT BUT OVERLAPPING PHASES: PLANNING AND EXECUTION.

3.B.1. PHASE I - PLANNING. PLANNING FOR MPF RECONSTITUTION IS CONDUCTED IN THREE STAGES. IT BEGINS ONCE THE MPS ARE OFF-LOADED TO SUPPORT MAGTF OPERATIONS AND IS CONTINUOUS UNTIL THE MPS ARE FULLY INTEGRATED INTO THE MMC-X SKED.

3.B.1.A. STAGE I - INITIAL PLANNING CONFERENCE (IPC). FORMAL PLANNING FOR MPF RECONSTITUTION BEGINS AT THE IPC TO ESTABLISH THE EXECUTIVE COORDINATION GROUP (ECG), AND REVIEW ACTIONS REQUIRED TO BE COMPLETED ISO RECONSTITUTION OPERATIONS.

3.B.1.B. STAGE II - MID-PLANNING CONFERENCE (MPC). DESIGNED TO REVIEW THE MPO, REVIEW SOURCING PLANS, REVIEW NEW FIELDING ISSUES THAT IMPACT IN THEATER RECONSTITUTION, COMMAND RELATIONSHIPS, REVIEW PLANNING GUIDANCE AND PLANNING FACTORS ISO RECONSTITUTION. IN ADDITION, THE MPC WILL DEVELOP A MPS SEQUENCING SKED FOR RECONSTITUTION AND A MPS SEQUENCING SKED FOR MMC-X.

3.B.1.C. STAGE III - FINAL PLANNING CONFERENCE (FPC). ON OR ABOUT R-DAY, A FINAL PLANNING CONFERENCE IS CONDUCTED INTHEATER IOT VALIDATE PLANNING GUIDANCE, PLANNING FACTORS, RETROGRADE SKEDS, CONCEPT OF OPS, ETC., ISO RECONSTITUTION AND ADJUST AS NECESSARY TO SUPPORT COMMARXXX AND CDR USXXCOM REQUIREMENTS.

3.B.2. PHASE II - EXECUTION. CONDUCTING MPF RECONSTITUTION OCCURS IN TWO STAGES AND BEGINS INTHEATER ONCE MAGTF OPERATIONS ARE COMPLETE AND/OR EQUIPMENT SORTING FOR RETROGRADE BEGINS. MPF RECONSTITUTION OPERATIONS ARE COMPLETED ONCE THE LAST DOWNLOADED MPS CYCLES THROUGH MMC-X AND ATTAINMENT OF THE MPO IS COMPLETE.

3.B.2.A. STAGE I (INTHEATER). RECONSTITUTION OPERATIONS BEGIN INTHEATER O/A R-DAY WITH THE IDENTIFICATION, RETROGRADE, AND RETURN OF MPE/S FROM THE OPERATING FORCES. THIS STAGE ENDS ONCE THE LAST MPS IS BACKLOADED INTHEATER WITH MPE/S. SUB-PHASES DURING THIS STAGE WILL BE OUTLINED IN APPROPRIATE ORDERS AND LETTERS OF INSTRUCTION THAT PROVIDE SPECIFIC DETAILS AND TIME LINES IOT ACCOMPLISH SPECIFIC RECONSTITUTION OBJECTIVES.

3.B.2.B. STAGE II (CONUS). RECONSTITUTION IN CONUS BEGINS WHEN THE FIRST BACKLOADED (STAGE I) MPS RETURNS TO BICMD FOR MMC-X. THIS STAGE ENDS ONCE ALL STAGE I MPS HAVE CYCLED THROUGH BICMD AND HAVE REACHED APPROVED ATTAINMENT LEVELS.

### 3.C. TASKS.

#### 3.C.1. HQMC (PP&O/PO):

3.C.1.A. SET THE PRIORITY FOR RECONSTITUTING THE MPSRONS AND UPDATE THE ECG AS REQUIRED.

3.C.1.B. REVIEW AND APPROVE THE RECONSTITUTION SEQUENCE OF THE MPS IN COORDINATION WITH HQMC, MARFORS, MARCORLOGCOM, MSC, NAVFAC, AND OPNAV.

3.C.1.C. REVIEW, AND APPROVE THE MPO FOR RECONSTITUTION IN COORDINATION WITH HQMC, MARFORS, MARCORLOGCOM, MSC, NAVFAC, AND OPNAV.

3.C.1.D. REVIEW AND APPROVE THE MMC-X SKED IN COORDINATION WITH HQMC, MARFORS, COMUSMARXXX, MARCORLOGCOM, MSC, NAVFAC, AND OPNAV.

3.C.1.E. PER REF F, DEPLOY PERSONNEL ISO THE RECONSTITUTION LIAISON SUPPORT TEAM (RLST) AS REQUIRED. COORDINATE REQUIREMENTS AND DEPLOYMENT OF THE RLST WITH COMMARFORXXX AND COMUSMARXXX ISO RECONSTITUTION PLANNING AND INTHEATER LIAISON SUPPORT.

3.C.1.F. CONDUCT AN MPC IN CONUS DURING XXX XX TO DETERMINE MMC-X MPO. PUBLISH DETAILS VIA SEPCOR.

3.C.1.G. DEVELOP COA'S FOR BACKLOADING NEWLY FIELDDED IEMS/UPGRADES DURING MPF RECONSTITUTION INTHEATER AND DURING MMC-X.

3.C.1.H. IN COORDINATION WITH HQMC (LPO/ASL), DEVELOP POLICY GUIDANCE/CLARIFICATION FOR THE RECONSTITUTION OF GEOPREPO ASSETS IF SUCH EQUIPMENT AND SUPPLIES ARE UTILIZED TO SUPPORT MPF RECONSTITUTION AND/OR INVENTORY DEFICIENCIES. REVIEW AND APPROVE POA&M FOR THE RECONSTITUTION OF THESE ITEMS IN COORDINATION WITH HQMC(LP), COMMARCORLOGBASES (BICMD), COMMARFOREUR, AND GEOPREPO HN.

#### 3.C.2. HQMC (I&L/LP):

3.C.2.A. PRIORITIZE EQUIPMENT AND SUPPLY SOURCING/ATTAINMENT IAW REF B.

3.C.2.B. CONDUCT AN MPF RECONSTITUTION/MMC-X TAILORING CONFERENCE DURING XXX XX TO VALIDATE THE MPO.

3.C.2.C. PROVIDE FUNDING FOR HQMC RLST MEMBERS DEPLOYING IN SUPPORT OF INTHEATER RECONSTITUTION SITE SURVEYS, PLANNING, MPC, AND FPC.

3.C.2.D. IDENTIFY PERSONNEL REQUIRED ISO THE RLST TO HQMC (PO) AND COMUSMARXXX (G5) NLT XX XXX XX.

3.C.2.E. IN COORDINATION WITH COMMARCORLOGCOM, RESEARCH AND DEVELOP A JOINT TOTAL ASSET VISIBILITY SUPPORTING PLAN THAT SOURCES CIS, CRITICAL ITEMS OR OTHER APPROPRIATE CLASSES OF SUPPLY FOR RECONSTITUTION INTHEATER.

3.C.2.F. IN COORDINATION WITH COMMARCORLOGCOM, IDENTIFY POTENTIAL CRITICAL EQUIPMENT/SUSTAINMENT SHORTFALLS ISO RECONSTITUTION EFFORTS BASED UPON WHOLESALE PRODUCTION PROBLEMS AND/OR AVAILABILITY. TOWARDS THAT END, RESEARCH SUITABLE SUBSTITUTES OR CONTRACT OPTIONS IOT SUPPORT THE MPO ATTAINMENT.

3.C.2.G. IN COORDINATION WITH COMMARCORLOGCOM, DETERMINE LOGISTICAL REQUIREMENTS FOR BACKLOADING NEWLY FIELDDED ITEMS OR UPGRADES FOR MPF RECONSTITUTION INTHEATER AND DURING MMC-X.

3.C.2.H. ASSIST HQMC (PO) IN DEVELOPING POLICY GUIDANCE FOR THE RECONSTITUTION OF GEOPREPO ITEMS.

3.C.2.I. COORDINATE WITH DC PP&O AND PUBLISH CLARIFYING POLICY GUIDANCE BEYOND REF D AND J THAT INCLUDES UPDATED PRIORITY OF GEOPREPO ITEMS USE. DELINIATE AND PRIORITIZE ALL POTENTIAL GEOPREPO ITEMS USE CATEGORIES TO INCLUDE WITHIN-XXX TRAINING/EXERCISE USE, OUT-OF-XXX USE ISO CDRUXXCOM, OUT-OF-AOR USE ISO OPLAN X AND XXXX AND ISO OF MPF RECONSTITUTION.

3.C.2.J. COORDINATE WITH COMMARFORXX IOT DETERMINE ANY REQUIRED OPERATIONAL FENCING OF GEOPREPO ITEMS.

3.C.2.K. COORDINATE WITH COMMARCORLOGCOM IN DETERMINING POLICY FOR NALMEB USE ISO MPF RECONSTITUTION REQUIREMENTS (I.E., SUITABILITY, COMPATABILITY, ETC.).

3.C.3. HQMC (AVN/ASL):

3.C.3.A. DETERMINE PRIORITY OF SOURCING AVIATION GROUND SUPPORT EQUIPMENT (AGSE) FOR MPF AND NALMEB.

3.C.3.B. DETERMINE FUNDING REQUIREMENTS TO SUPPORT THE RECONSTITUTION OF AGSE, EAF, IMRL ITEMS, AND CLASS (V)A.

3.C.3.C. ASSIST COMMARCORLOGBASES (BICMD) IN MAXIMIZING THE CONTAINERIZATION OF AGSE ABOARD THE MPS.

3.C.3.D. IDENTIFY PERSONNEL REQUIRED ISO THE RLST TO HQMC (PO) AND COMUSMARXXX (G5) NLT XX XXX XX.

3.C.3.E. PUBLISH COA RECONSTITUTION OF AVIATION EQUIPMENT AND SUPPLIES ABD MPF VIA SEPCOR NLT XX XXX XX IOT SUPPORT MPS PLANS DEVELOPMENT AND MPO.

3.C.3.F. VALIDATE AND PUBLISH A CLASS V(A) SOURCING PLAN FOR THE RECONSTITUTION OF THE MPF NLT XX XXX XX.

3.C.4. HQMC (P&R/FISCAL):

3.C.4.A. UPON APPROVAL OF SUPPLEMENTAL FUNDING, PROVIDE FUNDS TO BEGIN DEPOT REPAIRS AND ATTAINMENT FOR EQUIPMENT REQUIRING LONG LEAD TIMES AND EXTENSIVE REPAIRS AS DELINEATED IN REF B.

3.C.4.B. UPON APPROVAL OF SUPPLEMENTAL FUNDING, PROVIDE ADDITIONAL FUNDS AS REQUIRED TO ENSURE THE ATTAINMENT OF MPO DURING RECONSTITUTION AND MMC-X.

3.C.5. HQMC (DC/MCCDC):

3.C.5.A. REVIEW MPF MEB EQUIPMENT REQUIREMENTS AND VALIDATE MPO REQUIREMENTS.

3.C.5.B. COORDINATE THE DOCUMENTATION OF MPF RECONSTITUTION OPERATIONS FOR INCORPORATION INTO MCLLS, CONCEPT DEVELOPMENT/VALIDATION FOR ONGOING MPF FUTURE ANALYSIS OF ALTERNATIVE, AND FUTURE DOCTRINE.

3.C.5.C. IDENTIFY PERSONNEL REQUIRED ISO THE RLST TO HQMC (PO) AND COMUSMARXXX (G5) NLT XX XXX XX.

3.C.5.D. IN COORDINATION WITH COMMARFORPAC (G3/G4) AND HQMC (PO/LP), ASSESS FEASIBILITY TO SUPPORT INTRATHEATER LIFT ISO RECONSTITUTION UTILIZING THE HSV-XX AND/OR HSV-XX ISO THE RAPID MOVEMENT OF CARGO AND EQUIPMENT BETWEEN MULTIPLE RECONSTITUTION SITES AND AS A TEST BED FOR CONCEPT DEVELOPMENT OF MPF-FUTURE RECONSTITUTION CONCEPTS. BPT PROVIDE HSV SME TO ASSIST MARFOR ISO RECONSTITUTION INTRATHEATER LIFT PLANNING. DETERMINE COSTS ASSOCIATED WITH HSV SUPPORT OF RECONSTITUTION AND IDENTIFY TO HQMC (LPO/P&R).

3.C.6. COMUSMARXXX:

3.C.6.A. PLAN, DIRECT, AND COORDINATE WITH ALCON ON THE INTRATHEATER RECONSTITUTION OF THE MPF.

3.C.6.B. IDENTIFY FORCE REQUIREMENTS TO ACCOMPLISH RECONSTITUTION IAW ESTABLISHED TIME LINES AND COMBATANT COMMANDER GUIDANCE.

3.C.6.C. IDENTIFY IN THEATER EQUIPMENT EXCESSES THAT ARE AVAILABLE FOR RECONSTITUTION (PRE R-DAY) TO HQMC (PO/LP) AND COMMARCORLOGCOM (G3) NLT XX XXX XX.

3.C.6.D. IDENTIFY PERSONNEL AUGMENTATION REQUIRED TO SUPPORT THE RECONSTITUTION SPMAGTF/CSSD TO HQMC (MMRA) NLT XX XXX XX.

3.C.6.E. IDENTIFY ALL MPE/S INTHEATER DEFICIENCIES IN MPO ATTAINMENT TO HQMC (LPO), MARFORS, AND COMMARCORLOG-COM (G3) NLT R-DAY.

3.C.6.F. IDENTIFY STOCKAGE LEVELS FOR ALL CLASSES OF SUPPLY THAT WILL BE AVAILABLE INTHEATER TO SUPPORT RECONSTITUTION NLT XX XXX XX IOT REDUCE AMOUNT OF CONUS PRE-STAGING REQUIREMENTS.

3.C.6.G. IDENTIFY POSSIBLE SITE(S), SPOD(S), APOD(S), TO BE UTILIZED FOR RECONSTITUTION TO HQMC (PO/LP) AND COMMARCORLOGCOM (G3) NLT XX XXX XX IOT ASSIST IN DEVELOPING RESOURCE REQUIREMENTS. BPT SUPPORT RLST IOT SUPPORT SITE SURVEY, ADJUST PLANNING FACTORS/TIME LINES AND SYNCHRONIZE RECONSTITUTION PLAN WITH APPROVED SITE SELECTION.

3.C.6.H. DETERMINE FEASIBILITY TO SUPPORT DEPLOYMENT OF AN RLST INTHEATER FOR RECONSTITUTION PLANNING, ASSESSMENTS, SITE SURVEYS, AND MPC.

3.C.6.I. BPT CONDUCT AN INTHEATER IPC FOR MPF RECONSTITUTION O/A R-DAY.

3.C.6.J. COORDINATE MPF RECONSTITUTION PLANNING EFFORTS WITH THE ECG THROUGH HQMC (PO).

3.C.6.K. DETERMINE INTHEATER PRIORITY OF SOURCING MPE/S IOT SUPPORT MPS RECONSTITUTION SEQUENCE AND PLANNING TIME LINE.

3.C.6.L. IDENTIFY BILL OF MATERIALS (BOM) REQUIRED TO REPACKAGE AND RECONTAINERIZE CLASS V MUNITIONS.

3.C.6.M. COORDINATE FORCE PROTECTION FOR ALL FORCES INTHEATER SUPPORTING MPF RECONSTITUTION.

3.C.6.N. COORDINATE DECONTAMINATION AND/OR AGRICULTURAL WASHDOWN REQUIREMENTS/PROCEDURES FOR MPF RECONSTITUTION.

3.C.7. COMMARFORXX:

3.C.7.A. BPT PROVIDE FORCES FOR RECONSTITUTING THE MPF AND GEOPREPO.

3.C.7.B. IDENTIFY PERSONNEL REQUIRED ISO THE RLST TO HQMC (PO) AND COMUSMARXXX (G5) NLT XX XXX XX.

3.C.7.C. BPT SUPPORT A MMC LIAISON TEAM WHEN MPSRON-X OR MPSRON-X SHIPS OFFLOAD AT BICMD.

3.C.7.D. REQUEST SUPPORT IN HOSTING CONUS MPC IN XXX XX IOT REVIEW/APPROVE MPO AND TAILORING MPE/S TO SUPPORT MMC-X.

3.C.7.E. ATTEND PLANNING CONFERENCES AND SITE SURVEYS AS REQUIRED.

3.C.8. COMMARFORXX:

3.C.8.A. IF REQUIRED, COORDINATE THE WITHDRAWAL OF GEOPREPO ASSETS ISO MPF RECONSTITUTION AS REQUIRED PER REFS I AND J.

3.C.8.B. ASSIST IN DEVELOPMENT OF POA&M FOR THE RECONSTITUTION OF GEOPREPO IN COORDINATION WITH HQMC(PO/LP), COMMARCORLOGBASES (BICMD), MARFORS, AND CHOD.

3.C.8.C. IDENTIFY PERSONNEL REQUIRED ISO THE RLST TO HQMC (PO) AND COMUSMARXXX (G5) NLT XX XXX XX.

3.C.8.D. BPT TO SUPPORT PERSONNEL AUGMENTATION REQUIRED TO SUPPORT THE RECONSTITUTION SPMAGTF/CSSD.

3.C.8.E. ATTEND PLANNING CONFERENCES AND SITE SURVEYS AS REQUIRED.

3.C.8.F. BPT SUPPORT A MMC LIAISON TEAM WHEN MPSRON-1 SHIPS OFFLOAD AT BICMD.

3.C.8.G. BPT SUPPORT COMMARCORLOGCOM WITH PLANNING AND EXECUTION OF 3.C.10.S.

3.C.8.H. IDENTIFY AND SUPPORT FORCES REQUIRED FOR RECONSTITUTION OF MPF AND NALMEB.

3.C.9. COMMARFORXX:

3.C.9.A. BPT TO SUPPORT FORCES FOR RECONSTITUTION AS REQUIRED.

3.C.9.B. BPT TO PROVIDE E/S FOR RECONSTITUTION AS REQUIRED.

3.C.9.C. ATTEND RECONSTITUTION PLANNING CONFERENCES AND SITE SURVEYS AS REQUIRED.

3.C.10. COMMARCORLOGCOM:

3.C.10.A. DETERMINE FISCAL REQUIREMENTS ISO RECONSTITUTION OF MPF TO INCLUDE FISCAL ESTIMATES FOR MMC-X. IDENTIFY REQUIREMENTS TO HQMC (PO/LP/L3) AS REQUIRED.

3.C.10.B. BPT PROVIDE PERSONNEL AND EQUIPMENT ISO COMUSMARXXX RECONSTITUTION OF THE MPF. IDENTIFY PERSONNEL AND EQUIPMENT REQUIREMENTS TO HQMC (PO/LP) AND COMUSMARXXX (G5) NLT XX XXX XX.

3.C.10.C. COORDINATE WITH COMMARCORSYSCOM TO DETERMINE THE REQUIREMENT FOR CONTRACTOR LOGISTICS SUPPORT (CLS) OPERATIONS.

3.C.10.D. IDENTIFY FIELD SERVICE REPRESENTATIVE REQUIREMENTS ISO RECONSTITUTION EFFORT TO HQMC (LPO/LPC) NLT XX XXX XX.

3.C.10.E. DEVELOP AN LOI TO SPT COMUSMARXXX PLANNING TO FACILITATE THE RECONSTITUTION OF THE MPE/S ABD THE MPS AS PER MMC SOPS, STATEMENT OF WORK (SOW) CONTRACT, AND REF H. THE LOI SHOULD INCLUDE THE FOLLOWING:

3.C.10.E.1. DATA COLLECTION REQUIREMENTS AND PROCEDURES.

3.C.10.E.2. IDENTIFY SL-3/BASIC INITIAL ISSUE (BII) SHORTFALLS AND REQUISITIONING PROCEDURES.

3.C.10.E.3. IDENTIFY PRESERVATION, PACKING, AND PACKAGING (PP&P) REQUIREMENTS FOR ALL PREPOSITIONED EQUIPMENT AND SUPPLIES.

3.C.10.E.4. IDENTIFY UNIQUE MAINTENANCE, CALIBRATION, INSPECTIONS, MODIFICATIONS, AND REQUIREMENTS FOR ALL PREPOSITIONED EQUIPMENT AND SUPPLIES.

3.C.10.E.5. IDENTIFY SOURCING, ATTAINMENT, SUSTAINMENT AND DISPOSITION PROCEDURES/REQUIREMENTS TO SUPPORT RECONSTITUTION.

3.C.10.E.6. IDENTIFY PROCESSES AND PROCEDURES FOR THE COLLECTION OF EQUIPMENT RECORD JACKETS, KEYS, SL-3 INVENTORY EXTRACT AND GUN BOOKS FROM OPERATING FORCES DURING JLTI PHASE OF THE RECONSTITUTION.

3.C.10.E.7. IDENTIFY READINESS REPORTING PROCESSES AND PROCEDURES FOR THE MPE/S (IDENTIFIED IN MCBUL 3000) AND NSE EQUIPMENT.

3.C.10.E.8. IDENTIFY REQUIREMENTS FOR THE CARE-IN-STORAGE (CIS) AND OPP BLOCKS TO BE PREPOSITIONED DURING RECONSTITUTION.

3.C.10.F. DEVELOP MPF LOAD PLANS, TO INCLUDE INDIVIDUAL SHIPS LOAD PLANS, MSE DISTRIBUTION, CONTAINERIZATION PLANS, MOBILE LOAD PLANS AND SUSTAINMENT BLOCK SHIP ALLOCATIONS AND COORDINATE APPROPRIATE MARFOR/MEF REVIEW DURING FPC.

3.C.10.G. SUPPORT ALL RECONSTITUTION PLANNING CONFERENCES AND SITE SURVEYS AS REQUIRED.

3.C.10.H. COORDINATE WITH MSC (PM-3) AND PROVIDE HQMC (POE) RECOMMENDATIONS FOR THE SEQUENCE OF MPS RECONSTITUTION BACKLOAD AND DEVELOP A PLAN FOR INTEGRATION OF THE MPS INTO MMC-X SCHEDULE.

3.C.10.I. PROVIDE END-OF-SHIP DATA AT THE COMPLETION OF EACH MPS BACKLOADED DURING RECONSTITUTION. UTILIZE

MARINE CORPS PREPOSITIONING INFORMATION CENTER (MCPIC) TO PROVIDE MPS INVENTORY VISIBILITY.

3.C.10.J. DETERMINE FEASIBILITY OF SUPPORTING MPF RECONSTITUTION OPERATIONS (PHASE II/STAGE I) WITH AUTOMATED INFORMATION SYSTEM (E.G., MCPIC, AIMS) AT THE PRIMARY, INTHEATER, RECONSTITUTION SITE. REQUEST BRIEF SUPPORTABILITY AT THE RECONSTITUTION MPC.

3.C.10.K. DETERMINE THE FEASIBILITY OF RUNNING ATTAINMENT MODELS IOT PROJECT MPO ATTAINMENT AND ID DEFICIENCIES FOR APPROPRIATE GROUND MPS E/S IOT ASSIST IN RECONSTITUTION PLANNING. REQUEST BRIEF SUPPORTABILITY AT THE RECONSTITUTION MPC.

3.C.10.L. IDENTIFY ALL RECONSTITUTION MAINTENANCE, PACKING, INSPECTION, MOBILE-LOAD ASSOCIATION, AND EMBARKATION STAGING AREA REQUIREMENTS FOR INCLUSION IN TOTAL FACILITIES/SPACE REQUIREMENTS IOT SUPPORT COMUSMARXXX (G5/4) PLANNING. BPT IDENTIFY/VALIDATE SPACE/FACILITY REQUIREMENTS (SQFT) AT RECONSTITUTION MPC IN XXX XX.

3.C.10.M. ASSIST MARFORS AND HQMC (LP) IN THE DEVELOPMENT OF MPO FOR RECONSTITUTION TO INCLUDE CLASS II, III (PACKAGED), VII, VIII, IX, AND BATTERIES. REF G APPLIES.

3.C.10.N. IDENTIFY, ASSESS COST, AND BPT REQUISITION KNOWN SHELF LIFE AND ISSUED CONSUMABLES THAT WILL REQUIRE REPLACEMENT (E.G., CANVAS, CAMMIE NETS) IAW REFS H AND P.

3.C.10.O. IDENTIFY PERSONNEL REQUIRED ISO THE RLST TO HQMC (PO) AND COMUSMARXXX (G5) NLT XX XXX XX.

3.C.10.P. BPT PROVIDE RADIOLOGICAL TECHNICAL GUIDANCE AND ASSISTANCE TO COMUSMARXXX ISO CONTROLLING AND ACCOUNTING FOR RADIOACTIVE MATERIELS AND POTENTIAL CONTAMINATION DURING RECONSTITUTION OPERATIONS.

3.C.10.Q. IDENTIFY TYPE AND QTY OF EQUIPMENT AVAILABLE FROM GEOPREPO FOR MPF RECONSTITUTION BASED UPON DC PP&O POLICY, STATED HQMC RECONSTITUTION REQUIREMENTS AND ESTABLISHED BUSINESS RULES.

3.C.10.R. COORDINATE ELIGIBLE POPULATION OF GEOPREPO ITEMS WITH MARFORXXXX AS XXCOM COMPONENT FOR SUPPORTABILITY.

3.C.10.S. DEVELOP AND ITEMS PUBLISH A POA&M FOR THE RECONSTITUTION OF GEOPREPO IN COORDINATION WITH HQMC (PO/LP) AND COMMARFORXXX.

3.C.11. COMMARCORSYSCOM:

3.C.11.A. REVIEW MMC-X FIELDING PLANS AND REVISED MMC-X SKED TO ENSURE NEW EQUIPMENT FIELDING SKED IS SYNCHRONIZED WITH MPSRON/MEF ENTERING INTO THE MMC.

3.C.11.B. COORDINATE THE FIELDING OF NEW EQUIPMENT/UPGRADES/MODIFICATIONS TO THE MPF PROGRAM DURING INTHEATER RECONSTITUTION WITH HQMC (LP) AND COMMARCORLOGCOM (G3) IOT ACCELERATE FIELDING PLANS AND REDUCE MIXED MPS LOADS.

3.C.11.C. DETERMINE PERSONNEL REQUIREMENTS ISO INTHEATER RECONSTITUTION AND IDENTIFY TO HQMC (PO/LP) AND COMUSMARXXX (G5) NLT XX XXX XX.

3.C.11.D. IDENTIFY PERSONNEL REQUIRED ISO THE RLST TO HQMC (PO) AND COMUSMARXXX (G5) NLT XX XXX XX.

3.C.11.E. ASSESS THE REQUIREMENT FOR CONTRACTOR LOGISTICS SUPPORT (CLS) OPERATIONS AND IDENTIFY REQUIREMENTS TO HQMC(LPC) NLT XX XXX XX.

3.C.11.F. PUBLISH CONCEPT OF OPERATIONS FOR RECONSTITUTING THE CLASS V(W) ABD THE MPF NLT XX XXX XX.

3.C.12. OPNAV (N3/5, N75):

3.C.12.A. COORDINATE NAVY PARTICIPATION IN PLANNING AND EXECUTION OF MPF RECONSTITUTION.

3.C.12.B. REVIEW, COORDINATE, AND ENDORSE OVERALL MPF RECONSTITUTION PLANNING COURSES OF ACTION.

3.C.13. OPNAV (N44)/FIRST NAVAL CONSTRUCTION DIVISION (INCD)/NAVAL FACILITIES ENGINEER COMMAND (NAVFAC/SRL):

3.C.13.A. PLAN, REVIEW, APPROVE, AND ASSIST IN THE RECONSTITUTION OF XX (X) NMCB CAPABILITIES ABD THE MPS DURING RECONSTITUTION PLANNING AND EXECUTION.

3.C.13.B. IDENTIFY PERSONNEL REQUIREMENTS NEEDED TO SUPPORT INTHEATER RECONSTITUTION OF NMCB MPE/S TO HQMC (PO/LP) AND COMUSMARXXX (G5) NLT XX XXX XX.

3.C.13.C. IDENTIFY PERSONNEL REQUIRED ISO THE RLST AND IDENTIFY TO HQMC (PO) AND COMUSMARXXX (G5) NLT XX XXX XX.

3.C.13.D. COORDINATE THE FIELDING OF NEW EQUIPMENT/UPGRADES/MODIFICATIONS TO THE MPF PROGRAM DURING INTHEATER RECONSTITUTION WITH APPROPRIATE NAVAL COMPONENTS IOT ACCELERATE FIELDING PLANS AND REDUCE MIXED MPS LOADS.

3.C.14 OPNAV (N42)/COMNAVBEACH GROUP (NBG)/NAVAL FACILITIES ENGINEER COMMAND (NAVFAC/SRL):

3.C.14.A. PLAN, REVIEW, APPROVE, AND ASSIST IN THE RECONSTITUTION OF XX (X) NAVAL SUPPORT ELEMENT (NSE) TA55 CAPABILITIES AND THE MPS DURING RECONSTITUTION PLANNING AND EXECUTION.

3.C.14.B. IDENTIFY PERSONNEL REQUIREMENTS NEEDED TO SUPPORT INTHEATER RECONSTITUTION OF NSE MPE/S TO HQMC (PO/LP) AND COMMARCENT (G5) AND COMPHIBGRU X NLT XX XXX XX.

3.C.14.C. COORDINATE THE FIELDING OF ANY NEW NSE EQUIPMENT/UPGRADES/MODIFICATIONS TO THE MPF PROGRAM DURING INTHEATER RECONSTITUTION WITH APPROPRIATE NAVAL COMPONENTS IOT ACCELERATE FIELDING PLANS AND REDUCE MIXED MPS LOADS.

3.C.14.D. COORDINATE THE MAINTENANCE AND REPAIR OF NAVY LIGHTERAGE (INCLUDING LIGHTERAGE REMAINING INTHEATER) IOT SUPPORT RECONSTITUTION.

3.C.15. OPNAV (N411/N78C1):

3.C.15.A. VALIDATE AND PUBLISH A CLASS V(A) SOURCING PLAN FOR THE RECONSTITUTION OF THE MPF NLT XX XXX XX.

3.C.15.B. IDENTIFY NAWMU-X PERSONNEL AND CIVILIAN NAVAL SUPPORTING ESTABLISHMENT PERSONNEL (NAVAL WEAPONS STATIONS) REQUIRED TO SUPPORT INTHEATER RECONSTITUTION OF CLASS V(A) AND THE MPS TO HQMC (PO/ASL) AND COMUSMARXXX (G4) NLT XX XXX XX.

3.C.16. OPNAV(N931) FLEET HOSPITAL PROGRAM OFFICE:

3.C.16.A. COORDINATE THE RECONSTITUTION OF FH REQUIREMENTS WITH COMMARCORLOGBASES (BICMD).

3.C.16.B. PUBLISH INTENT AND POA&M TO RECONSTITUTE FH RESOURCES AND MPS-X AND MPS-X NLT XX XXX XX.

3.C.16.C. IDENTIFY PERSONNEL REQUIRED ISO THE RLST TO HQMC (PO) AND COMUSMARXXX (G5) NLT XX XXX XX.

3.C.16.D. IDENTIFY PERSONNEL REQUIRED TO AUGMENT THE RECONSTITUTION SPMAGTF/CSSD TO HQMC (PO/LP) AND COMUSMARXXX (G5) NLT XX XXX XX.

3.C.17. MILITARY SEALIFT COMMAND (PM-3):

3.C.17.A. ENSURE THE MPS MEETS US COAST GUARD CERTIFICATION OF INSPECTION (COI) AND DRY DOCKING REQUIREMENTS PRIOR TO RECONSTITUTION BACKLOAD OPERATIONS OR IN CONCERT WITH THE REVISED MMC-X SKED.

3.C.17.B. ENSURE ESQD WAIVERS ARE COORDINATED WITH APPROPRIATE COGNIZANT OPERATIONAL CHAIN ISO RECONSTITUTION.

3.C.17.C. ENSURE THE MPS ARE CERTIFIED TO CONDUCT FLIGHT DECK OPERATIONS POST RECONSTITUTION.

3.C.17.D. COORDINATE WITH THE DEFENSE ENERGY SUPPLY CENTER FOR THE REPLENISHMENT OR RECLAMATION OF BULK PETROLEUM, OIL, AND LUBRICANTS.

3.C.17.E. FORWARD ALL FISCAL RESOURCE REQUIREMENTS ISO RECONSTITUTION TO OPNAV/N42.

3.C.17.F. ASSIST IN THE REEMBARKATION OF COMPSRON STAFF ON FLAG CONFIGURED MPS UPON RELEASE OF MPS.

3.C.17.G. ENSURE CONTRACTED MAINTENANCE PERSONNEL ARE AVAILABLE FOR REPAIR/MAINTENANCE OF SHIP BOARD CRANES DURING INTHEATER BACKLOAD OPS.

3.C.18. COMUSNAVXX (N3):

3.C.18.A. PROVIDE FORCES TO SUPPORT INTHEATER RECONSTITUTION OF THE MPS.

3.C.18.B. RETAIN OPERATIONAL CONTROL OF THE MPS ONCE IN THE XXCOM AOR AND RELEASED FROM THE COMMON USER POOL SERVICE.

3.C.18.C. ARRANGE PORT SCHEDULING, SEAWARD FORCE PROTECTION, AND HOST NATION SUPPORT ASSOCIATED WITH THE RECONSTITUTION OF THE MPF.

3.C.18.D. DESIGNATE COMMANDER, MPF (CMPF) TO COORDINATE THE BACKLOAD OF MPS WITH THE COMMANDER, SPMAGTF/CSSD FOR RECONSTITUTION.

4. ADMINISTRATION AND LOGISTICS:

4.A. FUNDING FOR TAD AND FIELD ORDERS IS A UNIT/ORGANIZATION RESPONSIBILITY.

4.B. RLST MEMBERS SHOULD RECEIVE VACCINATION UPDATE FOR THE XXXCOM AOR.

4.C. RLST MEMBERS SHOULD POSSESS A US PASSPORT AND INTERNATIONAL DRIVER'S LICENSE.

5. COMMAND AND SIGNAL

5.A. COMMAND.

5.A.1. CDRUSXXX IS THE SUPPORTED COMBATANT COMMANDER AND RESPONSIBLE FOR ALL PERSONNEL WITHIN HIS AOR.

5.A.2. COMUSMARXXX IS THE SUPPORTED COMMANDER FOR PHASE II/STAGE I MPF RECONSTITUTION OPERATIONS.

5.A.3. COMUSNAVXXX IS THE SUPPORTING COMMANDER FOR PHASE II/STAGE I MPF RECONSTITUTION OPERATIONS. CMPF IS NORMALLY

DESIGNATED AS THE EXECUTIVE AGENT FOR CDRUSNAVXXX FOR MPF RECONSTITUTION OPERATIONS PHASE II/STAGE I.

5.A.4. COMMARFORXX IS THE SUPPORTING COMMANDER FOR MPF RECONSTITUTION AND THE SUPPORTED COMMANDER FOR GEOPREPO RECONSTITUTION.

5.A.5. COMMARFORXX/COMMARFORXX IS THE SUPPORTING COMMANDER FOR MPF AND GEOPREPO RECONSTITUTION.

5.A.6. COMMARCORLOGBASES ACTS AS THE EXECUTIVE AGENT FOR MMC-X AND FUNCTIONS AS THE SUPPORTING COMMANDER DURING INTHEATER RECONSTITUTION AND THE SUPPORTED COMMANDER DURING MMC-X.

5.B. SIGNAL.

5.B.1. IAW NORMAL SOPS.

5.B.2. EFFECTIVE FOR PLANNING UPON RECEIPT.

5.B.3. EXECUTE ON ORDER.//

DECL/XXXXX//

BT

#XXXX

NNNN

# APPENDIX T

## NOTIONAL TO&ES FOR RECONSTITUTION

### T/O - Reconstitution SPMAGTF/CSSD

Line #	Billet	Rank	MOS	USMC Officer	USMC Enlisted	USN Officer	USN Enlisted
<b>Headquarters Element</b>							
1	Commanding Officer	Col	9904	1			
2	Executive Officer	LtCol	0402	1			
3	Chaplain	LT	3701			1	
4	Sgt Maj	SgtMaj	9999		1		
5	Driver	Cpl/LCpl	3531		1		
6	As required						
7	“ “						
<b>S-1 Section</b>							
8	S-1 Officer	Lt/WO	0170	1			
9	S-1 Chief	GySgt	0193		1		
10	SRB Clerk	Sgt	0121		1		
11	SRB Clerk	PFC/Cpl	0121		2		
12	Unit Diary Clerk	LCpl/Sgt	0121		2		
13	Administrative Clerk	PFC/Sgt	0151		4		
14	CMCC Clerk	LCpl/Cpl	06XX		1		
15	As required						
16	“ “						
<b>S-2 Section</b>							
17	S-2 Officer	Capt	0202	1			
18	S-2 Chief	GySgt		1			
19	S-2 Clerk	LCpl/Sgt			2		
20	As required						
21	“ “						
<b>S-3 Section</b>							
22	CSS Operations Officer	Maj	0402	1			
23	Operations Chief	MSgt	0491		1		
24	Watch Officer	Capt	0402	2			
25	Watch Officer	Lt/WO	0402	1			
26	Watch Chief	GySgt	0431		1		
27	Watch Chief	SSgt	0431		2		
28	Journal Clerk	LCpl/Cpl	0431		2		
29	As required						

Line #	Billet	Rank	MOS	USMC Officer	USMC Enlisted	USN Officer	USN Enlisted
30	As required						
<b>Contracting Support Section</b>							
31	Contracting Officer	Capt	9656	1			
32	Contracting Chief	GySgt	3044		1		
33	Contracting Specialist	Sgt/Cpl	3044		2		
34	As required						
<b>Logistics Section</b>							
35	S-4 Officer	Maj	0402	1			
36	S-4 Chief	MSgt	0491		1		
37	Facilities Chief	MSgt	0411		1		
38	S-4 Clerk	Cpl/Sgt	0431		2		
39	S-4 Ammunition	CWO 2/3	0410	1			
40	Maintenance Management Clerk	LCpl/Sgt	0411		3		
41	As required						
42	" "						
43	" "						
<b>Food Services Section</b>							
44	Food Services Officer	1stLt	3302	1			
45	Food Services Chief	GySgt	3381		1		
46	Food Services Clerk	Sgt	3061		1		
<b>Mess Hall No. 1</b>							
47	NCOIC	SSgt	3381		1		
48	Cooks	Sgt	3381		2		
49	Cooks	PFC/Cpl	3381		20		
<b>Mess Hall No. 2</b>							
50	NCOIC	SSgt	3381		1		
51	Cooks	Sgt	3381		2		
52	Cooks	PFC/Cpl	3381		10		
53	As required						
<b>Embarkation Section</b>							
54	Embarkation Officer	Capt	0430	1			
55	Assistant Embarkation Officer	Lt/WO	0430	2			
56	Embarkation Chief	MSgt	0491		1		
57	Embarkation Clerk	Pvt/Sgt	0431		5		

Line #	Billet	Rank	MOS	USMC Officer	USMC Enlisted	USN Officer	USN Enlisted
58	Lashers/ Hardbacks	PFC/LCpl	XXXX		36		
59	Guide	PFC/LCpl	XXXX		8		
60	As required						
<b>Port Operations Section</b>							
61	Port Operations Officer	Maj	0402	1			
62	Port Operations Chief	MGySgt	0481		1		
63	Port Operations Clerk	LCpl/Sgt	0481		2		
64	As required						
<p>The port operations section is the liaison between the CSSD and any other agencies, multinational forces, HN, and port authorities as they relate to functions or operations of the port.</p>							
<b>Traffic Management Detachment</b>							
65	Traffic Management Officer	Capt	3102	1			
66	Traffic Management Chief	MSgt	3112		1		
67	Traffic Management Administrator	LCpl	3112		1		
68	Shipping Section NCOIC	GySgt	3112		1		
69	Traffic Management Specialist	SSgt	3112		1		
70	Traffic Management Specialist	Pvt/Sgt	3112		24		
71	Receiving Section NCOIC	SSgt	3112		1		
72	Container Section NCOIC	SSgt	3112		1		
73	As required		3112		1		
74	" "						
75	" "						
<p>In addition to day-to-day responsibilities, the traffic management detachment coordinates all tasks related to the leased containers.</p>							
<b>MDSS II Section</b>							
76	MDSS II/LOGMARS Officer	Capt	0402	1			
77	Assistant OIC	Lt	0402	1			
78	MDSS II/LOGMARS Chief	MSgt	0491		1		
79	MDSS II/LOGMARS Clerk	Pvt/Sgt	0431		10		
80	As required						

Line #	Billet	Rank	MOS	USMC Officer	USMC Enlisted	USN Officer	USN Enlisted
<b>Customs/Agricultural Inspection Section</b>							
81	OIC	Capt	9999	1			
82	Section Chief	SSgt	Any (trained)		1		
83	Military Customs Inspector	Cpl/Sgt	Any (trained)		5		
84	Environmental Health Officer	LT (JG)	2300			1	
85	Preventative Medical Technician	HM3	8432				1
86	As required						
<b>Headquarters Detachment</b>							
87	Detachment Commander	Capt	Any	1			
88	1st Sgt	1st Sgt	9999		1		
89	Logistics Clerk	LCpl/Cpl	0481		2		
90	As required						
<b>Organic Supply Section</b>							
91	Supply Officer	Lt	3002	1			
92	Supply Chief	SSgt	3043		1		
93	Supply Administrative Clerk	Sgt	3043		1		
94	Supply Administrative Clerk	LCpl/Cpl	3043		2		
95	Warehouseman	Sgt	3051		1		
96	Warehouseman	PFC/Cpl	3051		2		
97	As required						
<b>Battalion Aid Station/Dental Station</b>							
98	OIC/Physician	LT/LCDR	2100			1	
99	Physician	LT	2100			1	
100	Leading CPO	HMC	8499				1
101	Corpsman	HM1	8499				2
102	Corpsman	HM/HM2	8499				10
103	Dentist	LT	335			1	
104	Dental Technician	DT1	8799				1
105	Dental Technician	DT/DT2	8799				2
106	As required						
<b>Postal Section</b>							
107	Postal Chief	SSgt	0161		1		
108	Postal Clerk	PFC/Sgt	0161		4		
109	As required						
<b>Disbursing Section</b>							
110	Disbursing Officer	Lt/WO	3420	1			

Line #	Billet	Rank	MOS	USMC Officer	USMC Enlisted	USN Officer	USN Enlisted
<b>Disbursing Section (continued)</b>							
111	Disbursing Chief	GySgt	3421		1		
112	Disbursing Clerk	Sgt	3421		1		
113	Disbursing Clerk	PFC/Cpl	3421		2		
114	Navy Disbursing Clerk	DK1	2999				1
115	Navy Disbursing Clerk	DK2/DK3	2999				1
116	As required						
<b>Legal Section</b>							
117	Legal Officer/Attorney	Capt	44XX	1			
118	Legal Clerk	PFC/Sgt	44XX		2		
119	As required						
<b>Exchange Section</b>							
120	Exchange SNCOIC	SSgt	4131		1		
121	As required						
<b>Mobile Exchange Team (2)</b>							
122	PX Man	Sgt	4131		2		
123	PX Man	PFC/Cpl	4131		4		
124	As required						
<b>Communications Detachment</b>							
125	Communications Officer	Lt	0602	1			
126	Communications Chief	GySgt	25XX/06XX		1		
<b>Communications Center</b>							
127	Communications Center Chief	SSgt	2549		1		
128	Communications Center Operator	Cpl/Sgt	2542		5		
129	Communications Center Operator	PFC/LCpl	2542		16		
130	As required						
<b>Radio Section</b>							
131	Radio Chief	SSgt	0629		1		
132	Watch NCO	Sgt	0621		3		
133	Radio Operator	PFC/Cpl	0621		9		
134	Radio Repairer	Cpl	2841		1		

Line #	Billet	Rank	MOS	USMC Officer	USMC Enlisted	USN Officer	USN Enlisted
<b>Wire Section</b>							
135	Wire Chief	SSgt	0619		1		
136	Wireman	Sgt	0612		1		
137	Wireman	PFC/Cpl	0612		12		
138	Wire Technician	Cpl/Sgt	0612		1		
139	As required						
<b>Deployed Regional Automated Service Center</b>							
140	OIC	Capt	4002	1			
141	Customer Service Representative	Sgt	4063		1		
142	As required						
<b>Small Systems Support Section</b>							
143	SNCOIC	SSgt	4063		1		
144	As required						
<b>Data Communications Section</b>							
145	NCOIC	Sgt	4063		1		
146	Programmer	LCpl/Cpl	4063		3		
147	As required						
<b>Deployed ADT Unit</b>							
148	Processing Officer	WO	4010	1			
149	SNCOIC	MSgt	4038		1		
150	As required						
<b>Processing Section</b>							
151	Processing Chief	GySgt	4038		1		
152	Operations Chief	SSgt	4038		1		
153	Computer Operator	Sgt	4034		1		
154	Computer Operator	PFC/Cpl	4034		4		
155	PCU Clerk	Sgt	4034/38		2		
156	PCU Clerk	Cpl	4034/38		3		
157	As required						
<b>Technical Support Section</b>							
158	Tech Support Chief	GySgt	4069		1		
159	Systems Programmer	SSgt	4069		2		
160	Database Programmer	SSgt	4069/71		1		
161	Teleprocessing Technician	Sgt	4069/71		1		

Line #	Billet	Rank	MOS	USMC Officer	USMC Enlisted	USN Officer	USN Enlisted
162	Application Programmer	Sgt	4063		1		
163	As required						
<b>Military Police Section</b>							
164	OIC	1stLt	5802	1			
165	Chief	GySgt	5811		1		
166	Squad Leader	Sgt	5811		3		
167	Military Policeman	PFC/Cpl	5811		12		
168	As required						
<b>Supply Detachment</b>							
169	Detachment Commander	Maj	3002	1			
170	Detachment NCOIC	MGySgt	3043		1		
171	Subsistence Chief	SSgt	3061		1		
172	Subsistence Clerk	PFC/LCpl	3361		2		
173	Warehouseman	PFC/Cpl	3361		4		
174	As required						
<b>Operations Section</b>							
175	OIC	Capt/Lt	3002	1			
176	SNCOIC	MSgt	3043		1		
177	Scheduler	Sgt	3043		1		
178	Input/Output Clerk	LCpl/Cpl	3043		2		
179	Programmer	Cpl	3043		1		
180	Keypunch Clerk	LCpl	3043		1		
181	As required						
<b>General Account/Secondary Repairables Management Section</b>							
182	OIC	Capt	3002	1			
183	SNCOIC	MSgt	3043		1		
184	As required						
185	" "						
<b>Accounting Section</b>							
186	SNCOIC	GySgt	3043		1		
187	Stock Control SNCO	SSgt	3043		1		
188	Stock Control Clerk	Sgt	3043		1		
189	Stock Control Clerk	PFC/Cpl	3043		5		
190	Fiscal Chief	SSgt	3043		1		
191	Fiscal Clerk	Sgt	3043		1		
192	As required						

Line #	Billet	Rank	MOS	USMC Officer	USMC Enlisted	USN Officer	USN Enlisted
<b>Storage Section</b>							
193	OIC	CWO	3050	1			
194	SNCOIC	MSgt	3051		1		
195	Administrative Clerk	PFC/LCpl	3051		2		
196	As required						
<b>Shipping and Receiving</b>							
197	SNCOIC	GySgt	3051		1		
198	S/R NCO	Cpl/Sgt	3051		2		
199	S/R Clerk	PFC/LCpl	3051		6		
200	As required						
<b>Bin Storage</b>							
201	SNCOIC	GySgt	3051		1		
202	Bin NCO	Cpl/Sgt	3051		3		
203	Bin Clerk	PFC/LCpl	3051		12		
204	As required						
<b>Bulk Storage</b>							
205	SNCOIC	GySgt	3051		1		
206	Bulk Items NCO	Cpl/Sgt	3051		3		
207	Bulk Items Clerk	PFC/LCpl	3051		9		
208	As required						
<b>Disposal Preparation Lot</b>							
209	SNCOIC	MSgt	3051		1		
210	Assistant SNCOIC	GySgt	3051		2		
211	Lot NCO	Cpl/Sgt	3051		3		
212	Lot Clerk	PFC/LCpl	3051		12		
213	As required						
<b>Ammunition Section</b>							
214	OIC 1st	1stLt/CWO	2340	1			
215	Driver	PFC/LCpl	Any		1		
216	As required						
The ammunition section is based on the notion that 80 percent of the ammunition (loaded on at least two MPS) has been offloaded and that a significant portion of that quantity needs to be repacked.							
<b>Ammunition Operations Center</b>							
217	Operations Chief	MGySgt	2311		1		
218	Detachment GySgt	GySgt	2311		1		
219	Security NCO	Sgt	2311		1		
220	Records Clerk	Cpl	2311		2		
221	As required						

Line #	Billet	Rank	MOS	USMC Officer	USMC Enlisted	USN Officer	USN Enlisted
<b>MPF Reconstitution Support</b>							
222	SNCOIC	MSgt	2311		1		
223	STG/Chief	GySgt	2311		1		
224	Section Leader	SSgt	2311		2		
225	Squad/Leader	Sgt	2311		4		
226	PKG Crew/Leader	Sgt	2311		1		
227	PKG Crew	Pvt/Cpl	2311		4		
228	Records NCO	Sgt	2311		1		
229	Records Man	Pvt/Cpl	2311		4		
230	Ammunition Technician	Pvt/Cpl	2311		16		
231	MHE Operator	Pvt/Cpl	1345		12		
232	MHE Mechanic	Cpl/Sgt	1341		3		
233	General/Mechanic	Cpl	1142		2		
234	As required						
<b>Ammunition Supply Point (ASP) No. 1</b>							
235	OIC	CWO	2340	1			
236	Aviation Ordnance Chief	SSgt	6521		1		
237	Aviation Technician	Pvt/Sgt	6521		4		
238	Computer Supervisor	SSgt	2311		1		
239	Computer Operator	Pvt/Cpl	2311		1		
240	Computer Operator	Pvt/Cpl	6521		4		
241	Inventory Supervisor	SSgt	6521		1		
242	Inventory Team	Pvt/Cpl	2311		19		
243	Inventory Team	Pvt/Cpl	6521		2		
244	Quality Assurance	SSgt	2311		3		
245	RTCH Driver	Pvt/Cpl	1345		2		
246	As required						
<b>Ammunition Supply Point (ASP) No. 2</b>							
247	OIC	CWO3	2340	1			
248	Assistant OIC	CWO	2340	1			
249	Operations Chief	MGySgt	2311		1		
250	Storage Chief	MSgt	2311		1		
251	Requirement NCO	GySgt	2311		2		

Line #	Billet	Rank	MOS	USMC Officer	USMC Enlisted	USN Officer	USN Enlisted
<b>Ammunition Supply Point (ASP) No. 2 (continued)</b>							
252	Records NCO	SSgt	2311		2		
253	Aviation Ordnance Chief	SSgt	6521		1		
254	Aviation Ordnance Technician	Pvt/Sgt	6521		8		
255	STG/Section Leader	SSgt	2311		2		
256	STG Section	SSgt	2311		2		
257	Inventory NCO	Sgt	2311		3		
258	Squad/Leader	Sgt	2311		4		
259	Ammunition Technician	Pvt/Cpl	2311		52		
260	Inventory Technician	Cpl	2311		3		
261	Inventory Man	Pvt/LCpl	2311		6		
262	Records Clerk	Pvt/Sgt	2311		4		
263	MHE Operator	Pvt/Cpl	1345		9		
264	MHE Mechanic	Cpl/Sgt	1341		2		
265	As required						
<b>Medical Logistics Section</b>							
266	OIC	Lt	2300			1	
267	Supply Officer	Ens/LtJG	2300			1	
268	Command Master Chief	HMCM	8404				1
269	Production Officer	HMCM	8404				1
270	Leading CPO Administrator	HMC	8404				1
271	Leading CPO Supply	HMC	8404				1
272	Medical QA	HM3/HM1	8404				4
273	LPO Data	HM1	8404				1
274	Administrative Records	HM1	8404				1
275	Leading PO Supply	HM1	8404				1
276	Postal Clerk	HM3	8404				1
277	LPO Containers	HM1	8404				1
278	Production	HN/HM1	8404				5
279	Data	HN/HM2	8404				4
280	Containers	HN/HM2	8404				4
281	Driver	HN	8404				1
282	Medical QA	HMC	8425				1
283	LCPO Production	HMC	8425				1

Line #	Billet	Rank	MOS	USMC Officer	USMC Enlisted	USN Officer	USN Enlisted
<b>Medical Logistics Section (continued)</b>							
284	LCPO Medical Repair	HMC	8478				1
285	Medical Repair	HM1/HMC	8478				4
286	Production	HM1	8483				3
287	Production	DT3/DT2	8707				4
288	Supply	SSgt	3043		1		
289	As required						
<b>Packing, Packaging, and Preservation (PP&amp;P) Section</b>							
290	OIC	WO	3050	1			
291	SNCOIC	MSgt	3051		1		
292	Shift Leader	SSgt	3052		2		
293	Team Leader	Cpl/Sgt	3052		4		
294	Preservation Specialist	PFC/LCpl	3052		24		
295	As required						
<b>Nuclear Biological and Chemical (NBC) Equipment Section</b>							
296	SNCOIC	MSgt	5711		1		
297	NBC Specialist	SSgt	5711		1		
298	NBC Specialist	PFC/Sgt	5711		3		
299	As required						
<b>Set Assembly Section</b>							
300	SNCOIC	MSgt	3051		1		
301	Warehouseman	SSgt	3051		1		
302	Warehouseman	PFC/Sgt	3051		12		
303	As required						
<b>Container Management and Repair Section</b>							
304	OIC	CWO	1310	1			
305	SNCOIC	GySgt	1349		1		
306	Electronic Equipment Repairman	Sgt	1142		1		
307	Electronic Equipment Repairman	PFC/Cpl	1142		3		
308	Reefer/AC Mechanic	SSgt	1161		1		
309	Reefer/AC Mechanic	Pw/Sgt	1161		5		
310	Welder SNCOIC	SSgt	1316		1		

Line #	Billet	Rank	MOS	USMC Officer	USMC Enlisted	USN Officer	USN Enlisted
<b>Container Management and Repair Section (continued)</b>							
313	Body/Fender Repairman	Sgt	3513		1		
314	Body/Fender Repairman	Pvt/Cpl	3513		4		
315	Supply Clerk	LCpl/Cpl	3043		2		
316	Inventory Control NCO	SSgt	3043		4		
317	Inspector	SSgt	1316		4		
318	As required						
<b>Maintenance Detachment</b>							
319	Detachment Commander	Maj	0402	1			
320	Assistant Detachment OIC	CWO/Lt	1310	1			
321	Detachment NCOIC	MGySgt	2181		1		
322	Administrative Clerk	Cpl	0151		1		
323	Driver	Pvt/Cpl	Any		6		
324	As required						
325	" "						
<b>Maintenance Operations Section</b>							
326	Operations Officer	CWO/Lt	0410/0402	1			
327	Operations Chief	GySgt	0411		1		
328	MIMMS Clerk	SSgt	0411		1		
329	MIMMS Clerk	LCpl/Sgt	0411		3		
330	Supply Clerk	Sgt	3043		1		
331	Warehouseman	Pvt/LCpl	3051		1		
332	As required						
<b>Communication-Electronics Maintenance Section</b>							
333	Maintenance Officer	CWO	2805	1			
334	Maintenance Chief	MSgt	2891		1		
335	Telephone Technician	GySgt	2811		1		
336	Telephone Technician	SSgt	2811		1		
337	Telephone Technician	Cpl/Sgt	2811		4		
338	Calibration Technician	Cpl/Sgt	2874		4		
339	Radio Technician	SSgt	2861		2		
340	Radio Technician	Sgt	2861		2		

Line #	Billet	Rank	MOS	USMC Officer	USMC Enlisted	USN Officer	USN Enlisted
<b>Communication-Electronics Maintenance Section (continued)</b>							
341	Radio Repairman	PFC/Cpl	2841		6		
342	Teletype Technician	Cpl	2818		2		
343	Microwave Technician	SSgt	2831		1		
344	Microwave Technician	Sgt	2831		2		
345	Radar Technician	SSgt	2889		1		
<b>Engineer Maintenance Section</b>							
346	Maintenance Officer	CWO	1310	1			
347	Maintenance Chief	MSgt	1349		1		
348	Heavy Equipment Mechanic	Sgt	1341		3		
349	Heavy Equipment Mechanic	Pvt/Cpl	1341		12		
350	Electrical Equipment Repairman	Sgt	1142		3		
351	Electrical Equipment Repairman	PFC/Cpl	1142		5		
352	Welder	Sgt	1316		1		
353	Electrician	Cpl	1141		2		
354	Hygiene Equipment Repairman	GySgt	1169		1		
355	Hygiene Equipment Repairman	SSgt	1171		1		
356	Hygiene Equipment Repairman	Pvt/Sgt	1171		6		
357	Reefer Mechanic	Cpl/Sgt	1161		1		
358	Reefer Mechanic	Pvt/LCpl	1161		2		
359	Fabric Repairman	LCpl/Sgt	1181		3		
360	As required						
<b>Motor Transport Maintenance Section</b>							
361	Main Officer	CWO/Lt	3510/0402	1			
362	Main Chief	MSgt	3529		1		
363	Auto Mechanic	SSgt	3529		1		
364	Auto Mechanic	Sgt	3521/22		5		
365	Auto Mechanic	Pvt/Cpl	3521/22		15		

Line #	Billet	Rank	MOS	USMC Officer	USMC Enlisted	USN Officer	USN Enlisted
<b>Motor Transport Maintenance Section (continued)</b>							
366	Wrecker Operator	LCpl/Sgt	3523		4		
367	Fuel and Electronic System Mechanic	LCpl/Sgt	3524		2		
368	CFR Vehicle Mechanic	Cpl/Sgt	3525		2		
369	Body Repair Mechanic	Cpl/Sgt	3523		2		
370	As required						
<b>Ordnance Maintenance Section</b>							
371	Ordnance Officer	Capt	2110	1			
372	Maintenance Chief	MGySgt	2149		1		
373	Assistant Maintenance Chief	MSgt	2181		1		
374	Small Arms Repairman	Sgt	2111		1		
375	Small Arms Repairman	Pvt/Cpl	2111		3		
376	Artillery Repairman	SSgt	2131		1		
377	Artillery Repairman	Sgt	2131		2		
378	Artillery Repairman	Pvt/Cpl	2131		6		
379	AAV Mechanic	GySgt	2141		1		
380	AAV Mechanic	SSgt	2141		4		
381	AAV Mechanic	Cpl/Sgt	2141		4		
382	AAV Mechanic	Pvt/LCpl	2141		10		
383	LAV Mechanic	SSgt	2147		1		
384	LAV Mechanic	Sgt	2147		2		
385	LAV Mechanic	Pvt/Cpl	2147		6		
386	Tank Mechanic	GySgt	2145		1		
387	Tank Mechanic	SSgt	2145		2		
388	Tank Mechanic	Cpl/Sgt	2145		2		
389	Tank Mechanic	Pvt/LCpl	2145		4		
390	Fire Control Instrument/ Missile Repairman	SSgt	2175		1		
391	Fire Control Instrument/ Missile Repairman	Sgt	2175		2		

Line #	Billet	Rank	MOS	USMC Officer	USMC Enlisted	USN Officer	USN Enlisted
<b>Ordnance Maintenance Section (continued)</b>							
392	Fire Control Instrument/ Missile Repairman	Cpl	2171		1		
393	Fire Control Instrument/ Missile Repairman	Pvt/LCpl	2171		4		
394	Recovery Section Leader	SSgt	2141/5		1		
395	Crew Chief M88A1 (based on 2 recovery vehicles)	Sgt	2145		2		
396	Crewman (based on 2 recovery vehicles)	Pvt/Cpl	2145		6		
397	Welder (based on 1 recovery vehicle)	Cpl	1316		2		
398	Crew Chief AAVR-7 (based on 1 recovery vehicle)	Sgt	2141		1		
399	Crewmen (based on 1 recovery vehicle)	Pvt/Cpl	2141		2		
<b>Machine Shop and Welding Section</b>							
400	Section Leader	SSgt	2161		1		
401	Machinist	Cpl/Sgt	2161		2		
402	Machinist	PVT/LCpl	2161		1		
403	Welder	Sgt	1316		1		
404	Welder	Pvt/Cpl	1316		3		
405	As required						
<b>Motor Transport Detachment</b>							
406	Detachment Commander	Capt	0402	1			
407	Detachment SNCOIC	MSgt	3537		1		
408	Driver	Pvt/Cpl	3531		1		
409	As required						
<b>Operations Section</b>							
410	Operations Officer	Lt	0402	1			
411	Operations Chief	GySgt	3537		1		
412	Dispatcher	Sgt	3531		2		

Line #	Billet	Rank	MOS	USMC Officer	USMC Enlisted	USN Officer	USN Enlisted
<b>Operations Section (continued)</b>							
413	Clerk	PFC/LCpl	431		2		
414	As required						
<b>Maintenance Section</b>							
415	Maintenance Chief	GySgt	0402		1		
416	Mechanic	Sgt	3521		2		
417	Mechanic	PFC/LCpl	3521		6		
418	LVS Wrecker Operator	LCpl/Cpl	3523		2		
419	As required						
<b>Direct Support Platoon (x2)</b>							
420	Platoon Commander	Lt	0402	2			
421	Platoon Sgt	SSgt	3537		2		
422	Driver	PFC/Cpl	3533		30		
423	Driver	PFC/Cpl	3533		60		
424	As required						
<b>Landing Support Detachment (based on two 12-hour shifts)</b>							
425	Detachment Commander	Capt	0402	1			
426	Port LNO	Lt	0402	1			
427	Watch Chief	GySgt	0431		3		
428	Landing Party Man	Sgt	0481		3		
429	Landing Party Man	PFC/Cpl	0481		18		
430	Equipment Operator	Sgt	1345		2		
431	Equipment Operator	PFC/Cpl	1345		24		
432	Equipment Operator (RTCH)	LCpl	1345		4		
433	Engineer Mechanic	LCpl/Cpl	1341		5		
434	Logistics Clerk	PFC/LCpl	431		4		
435	Driver	PFC/LCpl	XXXX		3		
436	Scales Operator	LCpl/Cpl	XXXX		4		
<b>Total:</b>				<b>50</b>	<b>1,033</b>	<b>7</b>	<b>160</b>

**T/E - Reconstitution SPMAGTF/CSSD**

TAMCN	Nomenclature	Quantity	TAMCN	Nomenclature	Quantity
A0248	AN/TTC-42	1	A8024	KOI 18	6
A0311	AN/TSQ-84	1	A8025	KYK 13	15
A0497	TA-954	80	A8026	KYK 15	4
A0661	AN/UYK-83	16	A8027	HYP 57	21
A0662	AN/UYK-85	9	A8028	HYX 57	12
A0805	Signal Generator	4	A8029	KY 65	13
A0814	AN/TSC-93	1	A8031	KY 57	46
A0917	AN/PSC-3	2	A8050	JAIJ	25
A1253	PP-7333	7	A8070	ZAK-E	4
A1255	PP-7332	2	A8071	ZAK-G	9
A1305	AN/UIQ-10	1	A8082	KG-84	8
A1795	AN/GRC-193	1	B0003	AC, 60Hz	7
A1815	AN/GRC-160	5	B0005	AC, 60Hz	5
A1930	AN/MRC-110A	8	B0011	AC, 60Hz	11
A1935	AN/MRC-138A	3	B0055	Bath, Shower Unit	3
A1955	AN/MRC-142	4	B0215	Bucket, Multipurpose	2
A2050	AN/PRC-77	20	B0360	Compressor	4
A2065	AN/PRC-104	9	B0391	RTCH	13
A2130	AN/VRC-12	2	B0395	Compressor	3
A2145	AN/VRC-48	2	B0443	Crane, High Speed	4
A2150	AN/VRC-47	1	B0471	Demo Kit, Engineer	1
A2241	RA-2147	2	B0472	Demo Kit, Ind	1
A2298	MX-9331	2	B0565	Driver Set, Proj	1
A2301	TS-4232	2	B0579	Dummy Load, General	3
A2336	Shelter, Maintenance	2	B0595	15 kW Electric Power	1
A2337	Shelter, Maintenance	1	B0600	30 kW Electric Power	2
A2635	TA-838	50	B0605	100 kW Electric Power	1
A2740	TS Field/GTM3	4	B0608	Field Wiring Harness	5
A2805	SB-3865	2	B0635	Floodlight Set	20
A2812	TS 4017/GRC-201	2	B0647	Fork Lift Attachment	2
A2813	TS 4018/GRC-201	2	B0685	Amphibious Assault Fuel	1
A2814	TS 4019/GRC-201	2	B0730	MEP-0168, 3kW 60Hz	12
A2815	TS 4020/GRC-201	2	B0891	MEP-003, 10kW 60Hz	30
A3008	AN/PRM-33	1	B0921	MEP-112, 10 kW 100Hz	10
A7005	HP 8562	6	B0953	MEP-005, 30 kW 60Hz	20
A7020	HP 8536	8	B1021	MEP-006, 60kW 60Hz	12
A7021	HP 5328	6	B1045	MEP-007, 100kW 60Hz	10
A7025	Frequency Center 3180	6	B1082	Road Grader, Motor	2
A7045	Signal Generator 610	8	B1180	Ice Making Machine	2
A7055	TS-4161	10	B1226	Laundry Unit	2
A7063	O'Scope	6	B1280	Light Set, General Illumination	2
A7070	HP 7070	2	B1290	Light Set, General Illumination	5
A7080	TS 4131	10	B1291	Lightweight Decontamination	10

TAMCN	Nomenclature	Quantity	TAMCN	Nomenclature	Quantity
B1580	Pump Module, Fuel	4	C5930	Security Filling	15
B1581	Pump Module, Water	4	C6290	Stepladder	10
B1945	Shop Equipment, Contact	2	C6390	Tent, CP	52
B1951	Shop Equipment, General Purpose	1	C6400	Tent, Maintenance	26
B2004	Skid Mounted Assembly, A/C	7	C6410	Tent, GP	125
B2006	Skid Mounted Assembly, A/C	5	C6420	Tent, Maintenance Shelter	8
B2085	Sixcon Storage, Fuel	12	C6490	Tool Kit, Mechanics	106
B2086	Sixcon Storage, Water	12	C6510	Tool Kit, Carpenter	8
B2130	Tank, Fab, Collap	25	C6520	Tool Kit, Coil Thread	3
B2210	Tool Kit, Carpenter	4	C6620	Tray, Mess	300
B2220	Tool Kit, Carpenter	1	C6630	Trolley, I-Beam	24
B2240	Tool Kit, Lineman	4	C6639	Trousers, Fireman	24
B2280	Tool Kit, Refrigerator	2	C6650	Truck Lift, Wheel	2
B2290	Tool Kit, Service Unit	2	C6678	Viewer, Micro, Port	20
B2482	Tractor, All Wheel	2	C6681	Viewer Printer	5
B2561	Truck, Forklift Extended Boom	10	C6682	Typewriter	10
B2566	Truck, Forklift	20	C8600	AMAL 618 Laboratory Equipment	1
B2604	Reverse Osmosis Water	6	C8604	AMAL 619 Lab Consumables	2
B2632	Tank, Fabric, Col	6	C8614	AMAL 627 X-ray Equipment	1
B2641	Water Chiller, Small	10	C8618	AMAL 629 Pharmacy Equipment	1
B2685	Welding Machine, TRL	3	C8620	AMAL 630 Pharmacy Co	1
C3420	Sleeping Bag	per T/O	C8638	AMAL 635 Aid Station	2
C4000	Field Range	12	C8640	AMAL 636 Aid Station	4
C4010	Adding Machine	6	C8658	AMAL 649 X-ray Con	1
C4015	Adding Machine	6	C8715	ADAL 662 Field Dental	2
C4110	Bag, Water Sterile	60	C8725	ADAL 664 Field Dental	2
C4158	Boots, Fireman	24	C8735	Dental First Aid Kit	6
C4415	Coat, Fireman	24	C8740	AMAL 699 Sickcall	10
C4436	Water Can	75	C9200	Ice Machine	2
C4477	Copier	14	C9672	Common No. 1 TS1	2
C4765	Extinguisher, Fire	2	C9673	Common No. 2 TS2	4
C4812	File Cabinet, 2 Drawer	6	D0070	Battery Charger	5
C4820	File, Security	10	D0080	Chassis Trl, M353	52
C4900	A-Frame	6	D0085	Chassis Trl, M116	26
C4915	Gloves, Fireman	24	D0090	Steam Cleaner	10
C5020	Chain Hoist	40	D0190	Lube and Service Unit	2
C5039	Hood, Fireman	24	D0209	Power Unit MK 48	26
C5080	Floor Jack, 10 Ton	12	D0215	M970 Refueler	2
C5090	Floor Jack, 4 Ton	24	D0235	M870 Lowbed 40 Ton	3
C5320	Field Desk	120	D0400	Test Set, General/Volt	8
C5330	Disbursing Set, Small	2	D0405	Test Set, Hydraulic	2
C5340	Disbursing Set, Large	1	D0420	Tester, Injector Nozzle	5
C5370	Postal Set	1	D0460	Tool Kit, 3rd Echelon	2
C5920	Safe	9	D0461	Tool Kit, 3rd Echelon P19	1

TAMCN	Nomenclature	Quantity	TAMCN	Nomenclature	Quantity
D0465	Tool Kit, HMMWV	2	E1910	Test Set, Simplified	1
D0470	Tool Kit, F/D Maintenance	1	E1911	Test Set, AN/TSM-152	1
D0472	Tool Kit	1	E1912	Test Set, AN/TSM-140B	1
D0475	Tool Kit, HWMMV	4	E1947	Test Set, AN/ATM-3A	1
D0476	Tool Kit, HWMMV 3rd	2	E1983	Tool Set, F/M240	1
D0478	Tool Kit, B Set, LVS	2	E2270	Tool Set, F/M2 MG	1
D0605	Tool Kit, 3rd Echelon	2	E2515	Tool Kit, FC	6
D0621	Tool Kit, CUCV 3rd	1	E2656	Tool Kit, IM F/M240	1
D0755	Tool Kit, B Set, 5T	2	E2657	Tool Kit, F/M242	1
D0778	Tool Kit, B Set, CUCV	1	E2658	Tool Kit, IM LAV25	1
D0860	Trl, Cargo M105	10	E2680	Tool Kit, Basic Artillery	1
D0876	Trl, MK 14	12	E2720	Tool Kit, Maintenance, 155M	1
D0877	Trl, Wrecker MK 15	2	E2820	Tool Kit, Org F/M 240	1
D0878	Trl, MK 16	3	E2900	Tool Kit, Small Arms	4
D0879	Trl, MK 17	3	E2931	Tool Kit, Optics M1A1	1
D0880	Trl, Water M149A1	8	E2932	Tool Set, M1A1 H/T	1
D0881	Trl, MK 18	6	E2933	Tool Set, M1A1 2nd	1
D1001	Truck, Ambulance	5	E2934	Tool Set, M1A1 3rd	1
D1059	Truck, Cargo M923	25	E3035	Tool Set, DS/GS Maintenance	1
D1072	Truck, Dump	2	E3093	Tool Set, IM F/MK 19	1
D1082	Truck, Fire fighting	4	E3126	Tool Set, Spec FM M88	1
D1134	Truck, Tractor M931	3	E3128	Tool Set, OM M88	1
D1158	Truck, HWMMV M998	15	E3163	Tool Set, 3rd Echelon AAV	1
D1158	Truck, HWMMV M1006	25	E3170	Tool Set, Wrench IMP	1
D1212	Truck, Wrecker M936	3	E3236	Van Maintenance, Tow	1
E0139	Borescope	2	HTN	STU II Phones	40
E0165	Charger, Battery	1	HTN	Intel 86 Server	4
E0170	Chest, Oil Pump	1	HTN	Motorola Hand Held	120
E0500	Gauge Kit, Pullover	1	HZ000	Laptop	12
E0530	Grease Gun, Hand	3	HZ199	High Frequency Test Set	1
E0620	Gun Hydraulic, Injection	2	HZ202	VRC Maintenance Kit	1
E0856	Recovery Vehicle, AAVR-7	1	HZ619	ALPS Printer	150
E1022	Maintenance Facility, AN/TAM-6	1	HZ677	Z248 CPU	150
E1255	Purging Kit	2	HZ693	Z248 Monitor	150
E1353	Recharging Unit CO2	1	H2044	Antenna, AS-2259	7
E1377	Recovery Vehicle, M88A1	2	H2045	Antenna, RC-292	15
E1379	Regulator, Chg Accessory	1	H2055	Axle RL-27-B	2
E1712	Shop Set, Maintenance Artillery	1	H2075	Cable Assembly, JB-110	10
E1713	Shop Set, Maintenance Opt	1	H2078	Cable Assembly, CX-11230	5
E1716	Shop Set, Ord Cont	1	H2081	Cable Assembly, CX-4565	20
E1780	Sight Bore, Mortar	1	H2083	Cable Assembly, CX-4565	15
E1904	Test Set, AN/ATM-5	1	H2084	Cable Assembly, CX-4565	75
E1906	Test Set, M1A1	1	H2086	Cable Assembly, CX-4565	50

TAMCN	Nomenclature	Quantity	TAMCN	Nomenclature	Quantity
H2090	Cable Tele, MX-306A	20	H7025	Multimeter, Digital	3
H2100	Cable Tele, DR-8	8	H7026	Multimeter, Digital	4
H2105	Cable Tele, 159	20	H7205	Coupler, Directional	2
H2126	Capacitor, TS-1343	1	H7920	Tool Kit, Electronic	14
H2128	Case, BC-5	15	J3030	Camera Set	5
H2207	Distribution Box	20	J3191	Refrigerator	40
H2324	Maintenance Kit	1	K4128	Can, Gasoline	25
H2326	Maintenance Kit, MK-1745	1	K4165	Chair, Folding	50
H2335	Voltmeter	8	K4288	Drill, Electric, Portable	10
H2336	Multimeter, Digital	16	K4321	Fire Extinguisher	400
H2339	Modulation Meter	2	K4392	Goggles, Sun, Wind	100
H2363	Public Add, AN/PIQ5A	4	K4785	Scale, Wheel-Load	8
H2379	Radio, AN/GRC-39B	26	K4901	Stand, Axle 5 Ton	18
H2385	Reel Unit, RL-31-E	4	K4959	Table, Folding	20
H2441	Test Set, HTR-1005B	1	K5021	Viewer, Microfiche	10
H2444	Telephone Set	60	M5000	Filler and Bleeder	8
H2465	Terminal Box, TA-125	11	N6020	Fixture, Measure	2
H2485	Tool Kit, TE-33	13	V3320	Pallet Jack	10
H2515	Wire Splicing Kit	1			

**T/O - Reconstitution NSE**

N-1 = Administration; N-3 = Operations; N-4 = Logistics

<b>Billet</b>	<b>Rank</b>	<b>NOBC/NEC</b>	<b>USN Officer</b>	<b>USN Enlisted</b>	<b>Civilian</b>
<b>Headquarters</b>					
OIC	CDR	1110		1	
AOIC	LCDR	5100		1	
Chaplain	LT	4100		1	
CMC	MCPO			1	
Driver	SN			1	
<b>N-1</b>					
Administrative Officer	CWO	7411	1		
Administrative POIC	YN1			1	
Yeoman	YN2			2	
Yeoman	YN3			2	
Mail Clerk	PC2			1	
<b>N-3</b>					
Operations Officer	LT	1110	1		
Watch Officer	LT	1110	3		
Assistant Watch Officer	PO2			3	
<b>N-4</b>					
Supply Officer	LT	3100	1		
Supply Chief	SKC			1	
Supply Clerk	SK1/2			5	
MPF Maintenance Technician	GS-11				1
MPF Maintenance Technician	GS-9				1
<b>Container Operations Element</b>					
Container Operations CPOIC	CPO			1	
Container Team POIC	PO1			4	
Records Petty Officer	SK2			4	
Packing Crew	PO3			8	
MHE Operator	EO3			2	
<b>Food Service Element</b>					
Food Service CPOIC	Chief, Mess Management Specialist	3529		1	
Mess Hall Watch Captain	MS1			1	
Cook	MS2			2	
Cook	MS3			4	
Mess Cook	Mess Specialist Seaman			16	
<b>Medical</b>					
Chief Corpsman	HMC	8425		1	
Corpsman	HM2	8404		2	
Corpsman	HM3	8404		2	
Ambulance Driver	EO3			2	
<b>Lighterage Support</b>					
Lighterage Support OIC	LT	1110	1		
Lighterage Support Watch Officer	CWO	7111	2		

Billet	Rank	NOBC/NEC	USN Officer	USN Enlisted	Civilian
<b>Ligherage Repair</b>					
Ligherage Repair Officer	Lt	6310	1		
Ligherage Repair CPOIC	SCPO			1	
Engine Repair POIC	EN1			1	
Engine Repair POIC	EN2			3	
Structural Repair POIC	HT1	4954		1	
Structural Repairman	HT2			1	
Structural Repairman	SW1	6010		1	
Structural Repairman	SW2			3	
Electrical Repair POIC	EM1			1	
Electrical Repairman	EM2			1	
Electronics Repair CPOIC	ETC			1	
Electronics Repairman	ET1			1	
Electronics Repairman	ET2			2	
<b>CSP Crews</b>					
Causeway Pilot	BMC	160		4	
Causeway Coxswain	BM1	169		4	
Signalman	SM2			4	
Causeway Anger	EN2	4308		4	
Causeway Deck Hand	SN			8	
<b>SLWT Crews</b>					
Deck Supervisor	BMC	160		2	
Side-Loading Warping Tug Coxswain	BM1	169		2	
Side-Loading Warping Tug Engineer	EN2	4308		2	
Signalman	SM2			2	
Side-Loading Warping Tug Winch Operator	EN2			2	
SLWT Deck Hand	SN			6	
<b>LCM-8 Crews</b>					
LCM-8 Coxswain	BM2			4	
LCM-8 Engineer	EN2			4	
LCM-8 Bowhook/Deck Hand	SN			8	
<b>Beach Party Team</b>					
BPT Commander	CWO	7111	1		
BPT CPOIC	CPO			1	
LARC Commander	PO2	4954		2	
LARC Crewman	SN			2	
Salvage PO	PO2	6010		1	
Rigger	BM2			1	
Signalman	SM2			1	
Corpsman	HM2			2	
R/T Operator	RM3			2	
Plank PO	BM3			2	
LARC Mechanic	EN2			2	
Traffic Controlman	SN			4	
Salvage Dozer Operator	EO3			2	
Salvage Dozer Mechanic	CM3			1	

Billet	Rank	NOBC/NEC	USN Officer	USN Enlisted	Civilian
<b>Transport Element</b>					
Transportation CPOIC	CPO			1	
Dispatcher	E03			2	
Structural Repairman	SW3			2	
Equipment Mechanic POIC	CM1	5805		1	
Equipment Mechanic	CM2			4	
Equipment Mechanic	CM3			5	
Equipment Operator POIC	EO1	5710		1	
Equipment Operator POIC	EO2			4	
Equipment Operator	EO3			7	
<b>Camp Support Element</b>					
Camp Commandant	Lt	5100	1		
Camp Support CPOIC	CPO			1	
Builder	BU2			6	
Camp Electrician POIC	CE1	5635		1	
Camp Electrician	CE2			2	
Camp Electrician	CE3			3	
Refrigeration Technician	UT1	6104		1	
Field Boiler Maintenance Technician	UT1	6102		1	
Utilityman	UT2			4	
Engineering Aide	EA3			2	
R/T Operator	SN			2	
Camp Master-at-Arms	MAC			1	
Security Rover	PO3			6	
Gunner's Mate	GMG2			4	
Laundry POIC	SH2			1	
Laundry Operator	SN			3	
Barber	SH3	3122		1	
<b>Total: 15 officers, 232 enlisted, 2 civilians</b>					

### T/O - NCF MPF Reconstitution

Line#	Billet	Rank	NOBC/NEC	USN Officer	USN Enlisted
1	OIC	LT	4330	1	
2	AOIC	LTJG/ENS	4330	1	
3	Equipment Officer POIC	EOC	XXXX		1
4	Equipment Operator	E3-E5	57XX		10
5	Administrative POIC	YN1	25XX		1
6	Yeoman	YN2	25XX		1
7	Supply Officer	LT	XXXX	1	
8	Supply Clerk	SK1/SK2	28XX	1	5
9	MPF Maintenance Chief	CMC	XXXX		1
10	Equipment Mechanics	CM1/CM3	5805		10
11	MPF Maintenance Technician	Civilian	GS-11		
12	Embarkation POIC	EOC	57XX		1
13	Embarkation Staff	PO1/PO2E5-E6	XXXX		2
14	Medical Petty Officer	HM1	8404		1
15	Communicators	PO2/PO3	19xx		2
<b>Total: 3 officers, 35 enlisted, 1 civilian</b>					

# APPENDIX U

## ESTABLISHMENT AND DEPLOYMENT OF THE MPF RLST (SAMPLE MESSAGE)

FROM CMC WASHINGTON DC//L/LPO//  
TO COMMARFORLANT//G1/G3/G5/G4/ALD/HSS//  
COMMARFORPAC//G1/G3/G4/G5/ALD/HSS//  
COMMARFORPAC//G1/G3/G4/G5/ALD/HSS//  
COMUSMARCENT//G1/G3/G4/G-5//  
COMMARFORSOUTH//G1/G3/G4/G5//  
COMMARFOREUR//G-1/G-3/G-4/G-5//  
CG MARCORSSYSCOM QUANTICO VA//CISA/PSL//  
CG MARCORLOGCOM ALBANY GA//80/G-3//  
INFO CMC WASHINGTON DC//APP/ASL/ASM/L/LP/LPO/P/PL/PO/SIG//  
HQ USCENCOM MACDILL AFB FL//J3/J4/J5//  
USCINCEUR VAHINGEN GE//J3/ECJ4/ECJ5//  
CG MCCDC QUANTICO VA//EFDC/TFSD/DOCTRINE/MRD//  
CG I MEF//G3/G4/G-4//  
CG I MEF  
CG II MEF//G3/G-4/G4//  
CG I MEF FWD//G3/G4/G5//  
CG SECOND MEB//G3/G4//  
COMMARFORRES//G4/G3/G5/ALD//  
COMMARCORLOGBASES ALBANY GA//400//  
MARCENT HQ ELEMENT MACDILL AFB FL//G3/G4/G5//  
EWTGLANT NORFOLK VA//N5//  
COMNCWGRU TWO//00/N3//  
PROJMGR FLT HOSP FT DETRICK MD  
NAVMEDLOGCOM FT DETRICK MD  
BLOUNT IS CMD JACKSONVILLE FL//90//  
CNO WASHINGTON DC//N422/N446/N3/N51/N75/N881/N931//  
USCINCPAC HONOLULU HI//J3/J4/J5//  
COMNAVWARDEVCOM NEWPORT RI//JJJ//  
COMNAVWARDEVCOM NEWPORT RI  
COMSC WASHINGTON DC//PM3/PM4//  
CG II MEF  
CG III MEF//G-3/G-4/G-5//  
COMPHIBGRU ONE//N3/N4//  
COMPHIBGRU THREE//N3/N4//  
COMPHIBGRU TWO//N3/N4//  
COMPSRON ONE//CSO//  
COMPSRON THREE//CSO//  
COMPSRON TWO//CSO//  
CG THIRD MEB//G3/G4//

COM SECOND LITTLE CREEK VA//N3/N4//  
PEO EXW WASHINGTON DC  
EWTGPAC SAN DIEGO CA//N4//  
COMNAVAIRSYSCOM PATUXENT RIVER MD//PMA251/PMA260//  
COMNAVSEASYSYSCOM WASHINGTON DC//PMS385//  
COMNAVFACENCOM WASHINGTON DC//SR//  
CBC PORT HUENEME CA//N3/N4//  
COMNCWGRU ONE//00/N3//  
COMSURFARDEVGRU LITTLE CREEK VA//N7//  
COMSCFE YOKOHAMA JA  
FLEHOSPSUPPOFF WILLIAMSBURG VA  
FLEHOSPSUPPOFF WILLIAMSBURG VA  
BLOUNT IS CMD JACKSONVILLE FL  
NAVCHAPGRU WILLIAMSBURG VA  
COMNAVBEACHGRU ONE  
COMNAVBEACHGRU TWO  
PHIBCB ONE  
PHIBCB TWO  
SUBJ: ESTABLISHMENT/DEPLOYMENT OF THE MPF RECONSTITUTION LIAISON SUPPORT TEAM (RLST)  
UNCLASSIFIED//  
MSGID/GENADMIN/CMC WASHINGTON DC L LPO//  
SUBJ/MPF RLST//  
REF/A/MSG/COMUSMARCENT/071244ZNOV2003//  
REF/B/ECG CONFER XX XXX XX/-//  
REF/C/MCWP 3-32/DTD XX XXX XX/-//  
REF/D/MCO P3000.17A/CMC POC 961001/-//  
REF/E/CJCSM 3122.02B/-/-//  
REF/F/DOD/4500.9R PART I-VI/-//  
REF/G/JAGINST/-/03OCT1990//  
POC/I.M. MARINE/COL/CMC (LPI)/-/TEL:DSN 225-5939  
EMAIL:MARINEIM@HQMC.USMC.MIL//  
NARR/REF A IS COMUSMAR\_\_\_\_ REQUEST FOR RLST TO DEPLOY FM CONUS AND ASSIST COMUSMAR\_\_\_\_ IN MPF RECONSTITUTION PLANNING. REF B IS EXECUTIVE COORDINATION GROUP (ECG) MEETING ISO MPF RECONSTITUTION. REF C IS NAVY AND MARINE CORPS DOCTRINE FOR MPF OPERATIONS. REF D IS MCO FOR MPF PLANNING AND POLICY MANUAL. REF E IS JOPES VOL III. REF F IS DEFENSE TRANSPORTATION REGULATIONS PART I THROUGH VI. REF G IS JAGINST 5800.7C JAGMAN. REF L IS MAR\_\_\_\_ OPOD XX-XXX REDEPLOYMENT OF MARINE FORCES //  
RMKS/1. AS REQUESTED IN REF A, THE MPF RLST WILL DEPLOY TO THE \_\_\_\_ COM THEATER OF OPERATIONS TO SUPPORT INTHEATER RECONSTITUTION OF MPF. THIS IS A COORDINATED HQMC (LP/PO/ASL) AND OPNAV (N3/N5/N753/N44/N931) MSG.

2. PURPOSE: THE PURPOSE OF THIS MESSAGE IS TO PROVIDE BACKGROUND/GUIDANCE FOR THE ESTABLISHMENT OF THE RLST, MISSION, MEMBERS, ROLES AND RESPONSIBILITIES, AND TO OUTLINE THE AGENDA INCLUDING OBJECTIVES FOR SUBSEQUENT SUPPORT TO COMUSMAR\_\_\_\_\_.

3. BACKGROUND. PER REF D, THE ECG IS ESTABLISHED TO ASSIST IN COORDINATING THE RECONSTITUTION PLANNING OF THE MARITIME PREPOSITIONED EQUIPMENT AND SUPPLIES (MPE/S) ABOARD THE MPSRON'S.

3.A. ECG OVERALL MISSION IS TO PROVIDE NAVY/MARINE CORPS SERVICE HQ GUIDANCE TO THE MARFOR ISO MPF RECONSTITUTION AND TO FORWARD RECONSTITUTION ISSUES, AS APPROPRIATE, TO NROC/MROC. A DEPLOYABLE RLST IS ESTABLISHED TO ASSIST THE MARFOR'S INTHEATER RECONSTITUTION EFFORTS.

3.B. RLST MISSION IS TO ADVISE AND ASSIST COMUSMAR\_\_\_\_\_ AND CDRUSNAV\_\_\_\_\_ ON MPF POLICY AND REQUIREMENTS TO RECONSTITUTE THE MPF PROGRAM IOT RE-ESTABLISH A GLOBAL PREPOSITIONING CAPABILITY, TO PROVIDE TECHNICAL AND PROGRAMMATIC EXPERTISE, AND TO COORDINATE SUPPORTING ESTABLISHMENT ACTIONS IN SUPPORT OF INTHEATER AND CONUS RECONSTITUTION.

3.C. THE RLST AND THE TECHNICAL ADVISORY ASSISTANCE TEAM (TAAT) FROM LOGCOM (BICMD) PROVIDE AN UNPRECEDENTED COMBINATION OF ADVISORS AND MPF EXPERTISE TO EXECUTE HQMC EXECUTIVE AGENT RESPONSIBILITIES FOR MPF AS DEFINED IN REF C AND D.

4. RLST CONSTRUCT:

4.A. CORE MEMBERS OF THE RLST ARE AS FOLLOWS (READ IN FIVE COL):

LNNR	BILLET	RANK	SOURCE	DESCRIPTION
0001	OIC	O6/COL	I&L/PP&O	OIC (COL I.M. MARINE)
HQ DET				
0002	OPS	O4/MAJ	GLOBAL	OPS
0003	LOG/AMIN	E7/GYSGT	GLOBAL	LOG/ADMIN OPS
0004	MPF REP	O4/MAJ	PP&O	MPF POLICY REP
0005	CE ADVOC	O4/MAJ	MCCDC	CE ADVOCATE FOR MPE/S

0006	ACE ADVOC	O4/MAJ	AIR	ACE ADVOCATE FOR MPE/S
0007	NAVAIR	O4/MAJ	NAVAIR	AGSE LNO
0008	EAF	E9/MGYSGT	NAVAIR	EAF LNO/COORD
0009	GCE ADVOC	O4/MAJ	PP&O	GCE ADVOCATE FOR MPE/S
0010	CSSE ADVOC	O4/MAJ	I&L	CSSE ADVOCATE/PREPO PLAN FOR MPE/S

## MARCORSYSCOM TEAM

0011	TM LDR	O5/LTCOL	SYSCOM	ASST OIC, RLST
0012	AMMO	PROJO	SYSCOM	COORD RECONSTITUTION PLAN
0013	COMM	PROJO	SYSCOM	COORD/ASSESS EQUIP
0014	MT	PROJO	SYSCOM	COORD/ASSESS EQUIP
0015	TANKS	PROJO	SYSCOM	COORD/ASSESS EQUIP
0016	AAV	PROJO	SYSCOM	COORD/ASSESS EQUIP
0017	LAV	PROJO	SYSCOM	COORD/ASSESS EQUIP
0018	IW/FIRE SPT	PROJO	SYSCOM	COORD/ASSESS EQUIP
0019	ENGR SYS	PROJO	SYSCOM	COORD/ASSESS EQUIP

## MARCORLOGCOM TEAM

0020	OPS/MAINT	O4/MAJ	LOGCOM	TM LDR/MAINT ASSESS
0021	SUPPLY/DIST	O3/CAPT	LOGCOM	SUPPLY CHAIN MGT

## NAVY TEAM

0022	NFH	O4/LCDR	OPNAV931	COORD NFH ACTIONS
0023	NFH	CIV	PRGM OFF	COORD NFH ACTIONS
0024	NCF	O4/LCDR	1NDC	COORD NCF ACTIONS
0025	NSE	O4/LCDR	NBG	COORD NSE ACTIONS

## AUGMENTS

0026	MCLLS	O4/MAJ	MCCDC	DOCUMENT LL FOR RECONSTITUTION
0027	MCLLS	E8/MSGT	MCCDC	DOCUMENT LL FOR RECONSTITUTION
0028	BICMD	OPS04/ MAJ	BICMD	COORD BICMD ACTIONS
0029	BICMD	OPSE8/ MSGT	BICMD	COORD BICMD ACTIONS
0030	MEF LNO	O4/MAJ	I MEF	COORD/ASSESS MPE/S
0031	MEF LNO	E8/MSGT	I MEF	COORD/ASSESS MPE/S
0032	MEF LNO	O4/MAJ	II MEF	COORD/ASSESS MPE/S

0033	MEF LNO	E8/MSGT	II MEF	COORD/ASSESS MPE/S
0034	MEF LNO	O4/MAJ	III MEF	COORD/ASSESS MPE/S
0035	MEF LNO	E8/MSGT	III MEF	COORD/ASSESS MPE/S
LNNR	BILLET	RANK	SOURCE	DESCRIPTION
0036	MARFOR LNO	O4/MAJ	LANT	COORD/ASSESS MPE/S
0037	MARFOR LNO	E8/MSGT	LANT	COORD/ASSESS MPE/S
0038	MARFOR LNO	O4/MAJ	EUR	COORD/ASSESS MPE/S
0039	MARFOR LNO	E8/MSGT	EUR	COORD/ASSESS MPE/S
0040	MARFOR LNO	O4/MAJ	PAC	COORD/ASSESS MPE/S
0041	MARFOR LNO	E8/MSGT	PAC	COORD/ASSESS MPE/S

4.B. AUGMENTATION PERSONNEL. ADDITIONAL PERSONNEL MAY BE NEEDED BASED ON OPERATIONAL REQUIREMENTS IN ADDITION TO CORE MEMBERS OF THE RLST. THE OIC, RLST WILL CALL FORWARD PERSONNEL BASED ON MISSION REQUIREMENTS AND TIMING WITH THE APPROPRIATE MPSRON. MARFORLANT/MARFOREUR/MARFORPAC MPF PLANNERS AND THEIR MEF REPS WILL ASSIST THE RLST IN REVIEWING MPS LOAD PLANS AND PROVIDE RECOMMENDATIONS/ADJUSTMENTS TO THE SPREAD LOAD WITHIN THE OVERARCHING GLOBAL MPF CONOPS, INTEROPERABILITY, AND SWING-SHIP REQUIREMENTS.

5. TIME LINE/ITINERARY. THE FOLLOWING ITINERARY FOR THE RLST IS PROVIDED:

5.A. RLST CORE MEMBERS MEET AT \_\_\_\_\_, \_\_\_\_\_, FOR PREDEPLOYMENT MEETING AND COORD TRAVEL PLANS. DETAILS WILL BE PUBLISHED VIA SEPCOR. PERSONNEL WILL DEPLOY IAW THE OIC RLST INSTRUCTIONS, PROVIDED VIA SEPCOR. ALL RLST PERSONNEL MUST CONTACT THE OIC, RLST FOR MISSION GUIDANCE AND DEPLOYMENT SCHEDULES. WHENEVER POSSIBLE THE RLST WILL DEPLOY ON GOVERNMENT AIR.

5.B. RLST CORE MEMBERS DEPLOY IN TOTAL TO ARRIVE AT \_\_\_\_\_ ON \_\_\_\_\_.

5.C. COMMANDS MUST IDENTIFY RLST MEMBERS BY NAME AND BILLET VIA E-MAIL TO I&L POC'S NLT \_\_\_\_\_. DENOTE WHETHER MBR IS ALREADY DEPLOYED ISO RLST (INCLUDE LOCATION AND CONTACT INFORMATION).

5.D. COUNTRY CLEARANCE MESSAGE WILL BE PUBLISHED BY I&L (LPO) FOR CORE MEMBERS NLT \_\_\_\_\_. ENSURE RESPONSE IN PARA 5.C. ABOVE INCLUDES SSN, SECURITY CLEARANCE, DATE OF BIRTH, PLACE OF BIRTH, CITIZENSHIP, AND AT/FP BRIEF COMPLETE.

6. ADMINISTRATION AND LOGISTICS.

6.A. RLST TAD ORDERS WILL REFLECT FIELD DUTY. BILLETING AND MESSING WILL BE PROVIDED BY \_\_\_\_\_.

6.B. ARRANGEMENTS FOR RLST TRAVEL TO \_\_\_\_\_ WILL BE COORDINATED VIA OIC, RLST.

6.C. INDIVIDUAL EQUIPMENT AND MEDICAL/DENTAL REQR IN ACCORDANCE WITH COMPONENT COMMANDERS INSTRUCTIONS.

7. COMMAND AND SIGNAL: COMUSMAR\_\_\_\_\_ IS SUPPORTED SVC COMPONENT COMDR.

7.A. MEMBERS OF RLST REMAIN ADCON TO PARENT COMMANDS.

7.B. RLST IS OPCON TO HQMC AND IN DIRECT SUPPORT OF CG, MPF SPMAGTF UPON ARRIVAL IN COUNTRY.

7.C. RLST IS TACON OF THE SUPPORTED SERVICE COMPONENT COMDR.

BT//

# APPENDIX V

## RLST SUPPORT AND NOTIONAL TO&E

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### **MPF Program RLST Support Requirement**

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HQMC is responsible for programming and sourcing all funding, to include TAD, for the RLST and will coordinate transfer of funding for requisite support to the intheater command contract officer.

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### **Supported Command RLST Support Requirements**

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- Billeting and messing.
- Work spaces sufficient to support RLST T/O.
- Tents, chairs, tables, and administrative supplies sufficient to support RLST T/O.
- Tactical telephone connectivity to each RLST work tent/space with one tactical telephone per space.
- NIPRNET and SIPRNET LAN drops sufficient to support one NIPRNET connection per T/O and 15 SIPRNET connections.
- Two LAN routers to support the additional LAN drops for SIPRNET and NIPRNET.

- Sufficient power distributed to support 45 laptop computers, 2 printers, 1 printer/copier, and 1 coffee pot.
- Sufficient extension cords and surge suppressors to support 45 work stations across three general purpose tents/work spaces; cost included in military interdepartmental purchase request.
- International power adapters/converters as required; cost included in military interdepartmental purchase request.
- Contracted logistics support (HQMC-funded), which includes but is not limited to ground transportation, cell phones, etc.

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### **RLST Members' Parent Command Support Requirements**

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- Retain ADCON.
- Conduct all predeployment readiness screening (administrative, medical or family).
- Provide personal computer support.
- Source individual/organizational weapons and equipment.

## T/O

Billet	Source	Rank	MOS	Responsibilities
OIC	HQMC (I&L/PP&O)	Col	9904	<ul style="list-style-type: none"> <li>Advise and assist the reconstitution SPMAGTF/CSSD with the reestablishment of a global prepositioning capability.</li> <li>Advise HQMC/CNO, through the ECG, on policy decisions and MPE/S sourcing/attainment reconstitution intheater.</li> </ul>
Assistant OIC/ MARCORSYSCOM Team Leader	MARCORSYSCOM	LtCol	9657 3002 0402	<ul style="list-style-type: none"> <li>MARCORSYSCOM team leader will also serve as the RLST AOIC.</li> <li>Coordinate and synchronize overall RLST efforts.</li> <li>Conduct continuous liaison with appropriate command agencies; integrate future and current planning efforts with a focus on programmatic impact for close, mid-term, and future issues that affect the prepositioning program.</li> <li>Coordinate overall efforts of the intheater MARCORSYSCOM representatives.</li> <li>Conduct continuous liaison with PMs to integrate future and current planning efforts with a focus on programmatic impact for close, mid-term, and future issues that affect the prepositioning program, to include PMC budgeting, and new equip fielding, etc.</li> <li>Support intheater assessment of weapon systems and PEI.</li> </ul>
Operations Officer	Global Source	Maj/ MSgt	0402 0491	<ul style="list-style-type: none"> <li>Synchronize and integrate specific capabilities and support requirements for reconstitution.</li> <li>Coordinate and de-conflict all scheduling issues to ensure all efforts track in to the overall MPF schedule, focusing on issues that impact on the near term ship loading schedule.</li> <li>Provide regular updates (SITREP) to HQMC and the OPNAV staff through the ECG on reconstitution actions intheater.</li> </ul>
Logistics/ Administration Chief	Global Source	GySgt/ SSgt	0491 0431	<ul style="list-style-type: none"> <li>Coordinate logistics requirements for the RLST.</li> <li>Arrange for billeting, messing, and arrival/departure of personnel.</li> <li>Prepare morning reports.</li> <li>COR.</li> </ul>
MPF Policy Representative	HQMC (PP&O/POE)	Maj	0402	<ul style="list-style-type: none"> <li>Approve PO and any subsequent changes to intheater MPS reconstitution back-load schedule and MMC schedule.</li> <li>Develop and formulate policy guidance/clarification for MPS reconstitution effort.</li> <li>In addition to focusing planning efforts on the mid- to far-term ship loading schedule, ensure all reconstitution planning efforts interconnect.</li> </ul>
CE Advocate Representative	MCCDC	Maj	0302	<ul style="list-style-type: none"> <li>Authoritative SME for CE advocacy.</li> <li>Liaison to HQMC, CE for RLST and SPMAGTF/CSSD.</li> <li>Provide policy guidance on CE-related issues.</li> </ul>
ACE Advocate Representative	HQMC (AVN)	Maj	66XX	<ul style="list-style-type: none"> <li>Authoritative SME for ACE equipment/advocacy.</li> <li>Liaison to HQMC, ACE for the RLST and SPMAGTF/CSSD.</li> <li>Overall cognizance/guidance on C4I attainment.</li> <li>Provide policy guidance for ACE MPE/S.</li> <li>Coordinate equipment resource plans for ACE assets with system PM's, affected units, and HQMC to ensure a balance between operating stocks, training requirements, and POs.</li> </ul>
Aviation Representative	HQMC (ASL)/ NAVAIR	Maj/ GySgt	66XX	<ul style="list-style-type: none"> <li>Assist SPMAGTF/CSSD in maximizing containerization of AGSE aboard MPS during intheater reconstitution.</li> <li>AGSE, EAF, and Class V(A); Officer.</li> <li>Review aviation asset inventories and readiness for use of assets.</li> <li>Determine on hand inventories against computed allowances and POs and sourcing of any shortages.</li> <li>Determine sourcing of shortages.</li> <li>Organize support from TYCOMs and Commander, NAVAIRSYSCOM for support of aviation maintenance, EAF, and Class V(A) with direction from HQMC (ASL).</li> <li>Ensure validated Class V(A) sourcing plan is executed for MPS reconstitution.</li> <li>Determine priority of sourcing and funding requirements for AGSE for MPS and Norwegian Airlanded Marine Expeditionary Brigade (NALMEB) reconstitution.</li> </ul>
Aviation Representative	HQMC (ASL/EAF)	MGySgt	7011	<ul style="list-style-type: none"> <li>Coordinate the reconstitution of EAF assets.</li> </ul>

Billet	Source	Rank	MOS	Responsibilities
GCE Advocate Representative	HQMC (PP&O)	Maj	0302	<ul style="list-style-type: none"> <li>• Authoritative SME for GCE equipment/advocacy.</li> <li>• Liaison to HQMC, PP&amp;O for the RLST and SPMAGTF/CSSD.</li> <li>• Overall cognizance/guidance on GCE attainment.</li> <li>• Provide policy guidance for GCE MPE/S.</li> <li>• Provide visibility on POM and Ground Board issues.</li> <li>• Coordinate equipment resource plans for GCE assets with system PM's, effected units, and HQMC to ensure a balance between operating stocks, training requirements, and POs.</li> </ul>
CSS Advocate Prepositioning Representative	HQMC (I&L)	LtCol/ Maj	0402	<ul style="list-style-type: none"> <li>• Authoritative SME for CSSE equipment.</li> <li>• Liaison to HQMC, I and L for the RLST and SPMAGTF/CSSD.</li> <li>• Overall cognizance/guidance on CSS attainment.</li> <li>• Provide policy guidance for CSS MPE/S.</li> <li>• Coordinate equipment resource plans for CSSE assets with system PMs, effected units, and HQMC to ensure a balance between operating stocks, training requirements, and POs.</li> <li>• Coordinate with SPMAGTF/CSSD, LOGCOM, etc., to assist with PO attainment.</li> </ul>
Assistant MARCORSYCOM Team Leader	MARCORSYCOM	Maj	3002 21XX	<ul style="list-style-type: none"> <li>• The next senior MARCORSYCOM representative.</li> <li>• Assist in the coordination of supporting establishment actions in support of intheater and CONUS reconstitution of MPF assets.</li> <li>• Perform intheater assessment of weapon systems and PEIs to include SECREPS for reconstitution.</li> <li>• Coordinate movement of selected weapon systems and disposal candidates to retrograde through designated transportation channels to intheater redistribution and/or disposal sites.</li> <li>• Facilitate the integration and coordination attainment of the PO through global sourcing.</li> <li>• As assistant MARCORSYCOM team leader, assist with identification, location, and reconstitution of all MPF assets, including legacy systems.</li> </ul>
PM Ammunition Representative <sup>1</sup>	MARCORSYCOM	Project Officer/ Assistant Project Officer	2340 GSXX	<ul style="list-style-type: none"> <li>• Coordinate BOM to repack and recontainerize Class V(W) aboard MPS.</li> <li>• Develop and execute concept of Class V(W) reconstitution for MPF.</li> </ul>
PM Communications <sup>1</sup>	MARCORSYCOM	Project Officer/ Assistant Project Officer	0602 GSXX	<ul style="list-style-type: none"> <li>• Provide intheater communication systems technical and programmatic expertise as part of the RLST's direct support to the SPMAGTF/CSSD's efforts to complete MPF reconstitution operations.</li> <li>• Develop equipment sourcing and redistribution plans for communications equipment and coordinate with BICmd plans, C4I, SPMAGTF/CSSD maintenance and supply units to ensure plans and attainment are synchronized.</li> <li>• Develop plan and coordinate communications/electric requirements for the RLST to link with MARFOR, HQMC (ECG), and SPMAGTF/CSSD.</li> <li>• Troubleshoot communications/electric issues.</li> <li>• Coordinate cellular phone, computer, unclassified and classified LAN/WAN drops, hub/router, and wire requirements.</li> <li>• Design, implement, and maintain the network communications plan for the RLST.</li> <li>• Coordinate and maintain computer compliancy in accordance with local policy.</li> <li>• Install mission essential software on local computers.</li> <li>• Responsible for meeting all information assurance requirements on local machines.</li> <li>• Serve as communications liaison between the RLST and the SPMAGTF/CSSD communications section.</li> <li>• Advise OIC of communications processes and requirements.</li> </ul>
Motor Transport <sup>1</sup>	MARCORSYCOM	Project Officer/ Assistant Project Officer	0402 GSXX	<ul style="list-style-type: none"> <li>• Provide intheater motor transport systems technical and programmatic expertise for RLST's support of the SPMAGTF/CSSD.</li> <li>• Develop equipment sourcing and redistribution plans for motor transport equipment and coordinate with BICmd plans, motor transport advocate, SPMAGTF/CSSD maintenance and supply units to ensure plans and attainment are synchronized.</li> </ul>
LMS (Tanks) <sup>1</sup>	MARCORSYCOM	Project Officer/ Assistant Project Officer	1802 GSXX	<ul style="list-style-type: none"> <li>• Provide intheater tank systems technical and programmatic expertise for RLST's support of the SPMAGTF/CSSD.</li> <li>• Develop equipment sourcing and redistribution plans for tank equipment and coordinate with BICmd plans, GCE advocate, SPMAGTF/CSSD maintenance and supply units to ensure plans and attainment are synchronized.</li> </ul>

Billet	Source	Rank	MOS	Responsibilities
LMS (AAVs) <sup>1</sup>	MARCORSYSCOM	Project Officer/ Assistant Project Officer	1803 GSXX	<ul style="list-style-type: none"> <li>• Provide intheater AAV systems technical and programmatic expertise for RLST's support of the SPMAGTF/CSSD.</li> <li>• Develop equipment sourcing and redistribution plans for AAV equipment and coordinate with BICmd plans, GCE advocate, SPMAGTF/CSSD maintenance and supply units to ensure plans and attainment are synchronized.</li> </ul>
LMS (LAVs) <sup>1</sup>	MARCORSYSCOM	Project Officer/ Assistant Project Officer	0303 GSXX	<ul style="list-style-type: none"> <li>• Provide intheater LAV systems technical and programmatic expertise for RLST's support of the SPMAGTF/CSSD.</li> <li>• Develop equipment sourcing and redistribution plans for engineer equipment and coordinate with BICmd plans, GCE advocate, SPMAGTF/CSSD maintenance and supply units to ensure plans and attainment are synchronized.</li> </ul>
Infantry Weapons/ Fire Support <sup>1</sup>	MARCORSYSCOM	Project Officer/ Assistant Project Officer	03XX 08XX GSXX	<ul style="list-style-type: none"> <li>• Provide intheater infantry weapons systems technical and programmatic expertise for RLST's support of the SPMAGTF/CSSD.</li> <li>• Develop equipment sourcing and redistribution plans for ordnance equipment and coordinate with BICmd plans, GCE advocate, SPMAGTF/CSSD maintenance and supply units to ensure plans and attainment are synchronized.</li> </ul>
Engineer Systems <sup>1</sup>	MARCORSYSCOM	Project Officer/ Assistant Project Officer	1302 GSXX	<ul style="list-style-type: none"> <li>• Provide intheater engineer and power systems technical and programmatic expertise for RLST's support of the SPMAGTF/CSSD.</li> <li>• Develop equipment sourcing and redistribution plans for engineer equipment and coordinate with BICmd plans, CSS advocate, SPMAGTF/CSSD maintenance and supply units to ensure plans and attainment are synchronized.</li> </ul>
LOGCOM Operations/ Maintenance LNO	LOGCOM	Maj/ Capt	3002 0402	<ul style="list-style-type: none"> <li>• Team lead for LOGCOM. Provide overall SME for LOGCOM integration and coordination.</li> <li>• Advise and assist RLST OIC on resource/master work schedule specific issues.</li> <li>• Coordinate overall efforts of the intheater LOGCOM representatives.</li> <li>• Liaison between SPMAGTF/TAAT and MARCORLOGCOM for intheater reconstitution operations for both force and MPS.</li> <li>• Provide oversight of equipment maintenance, disposition, and related coordination for reconstitution plans.</li> <li>• SME on all depot production lines and requirements needed to prioritize the transportation of depot repairable PEIs.</li> <li>• Manage and assess PEI disposal process and impact on reconstitution.</li> <li>• Assist SPMAGTF/CSSD maintenance section in sourcing unique parts/component available at depots.</li> <li>• Coordinate the management of legacy system based on PM phase-out plan during reconstitution.</li> </ul>
MARCORSYCOM LNO	LOGCOM	Capt	3002	<ul style="list-style-type: none"> <li>• Assist SPMAGTF/CSSD/TAAT in Class I, II, VII, and IX sourcing and attainment for intheater reconstitution operations.</li> <li>• Manage in-transit war reserve items and sustainment materiel to ensure accountability and attainment.</li> <li>• Provide technical expertise and coordination with supporting establishment as required.</li> <li>• Coordinate through LOGCOM Operations for information regarding global asset posture (particularly for Class IX and VII). Provide to RLST/SPMAGTF/CSSD/MEF as required.</li> <li>• Provide SITREP to LOGCOM operations on LOGCOM actions intheater.</li> <li>• In conjunction with SPMAGTF/CSSD material requirements board and operations section, conduct "clean-up" and expedite actions for war reserve still flowing into or already staged at the PODs.</li> <li>• Assist in developing plans, in coordination with BICmd/SPMAGTF/CSSD/MEF/RLST, to support MPF attainment (intheater and CONUS) of all classes of supply. Maintenance directorate in support.</li> <li>• Assist in developing transportation plans, in coordination with SPMAGTF/CSSD/MEF/RLST, to return PEIs for disposal, obsolete or unneeded legacy systems, and "excess" USMC equipment/supplies assets to MARCORLOGBASES Albany or Barstow.</li> </ul>
FH LNO	OPNAV 931	LCDR	18XX	<ul style="list-style-type: none"> <li>• Coordinate the reconstitution of FH assets.</li> <li>• Develop and publish attainment plan.</li> <li>• Provide regular updates SITREP to OPNAV/931 on FH actions intheater.</li> </ul>
FH LNO	FH Program Office	Civilian	GSXX	<ul style="list-style-type: none"> <li>• Coordinate the reconstitution of FH assets.</li> <li>• Assist in the development of a FH attainment plan.</li> </ul>

Billet	Source	Rank	MOS	Responsibilities
NCF LNO	1NCD	Civilian/ LCDR	GSXX 43XX	<ul style="list-style-type: none"> <li>Liaison with in country NCF forces to identify reconstitution requirements.</li> <li>Assess equipment condition and plan concept for replacements, as required.</li> <li>Coordinate civilian intheater SME participation.</li> <li>Liaison for in theater NCF during intheater reconstitution.</li> </ul>
NSE	NBG	LCDR/LT	9405	<ul style="list-style-type: none"> <li>Ensure that the assets loaded aboard the MPS support the efficient offload of MPE/S during instream or pier side MPF operations.</li> </ul>
MCLL	MCCDC	Maj/Capt	Any	<ul style="list-style-type: none"> <li>Document lessons learned for reconstitution.</li> <li>Provide SITREPS to MCCDC.</li> </ul>
BICmd Operations/LNO <sup>2</sup>	BICmd	Maj	0402	<ul style="list-style-type: none"> <li>Advise and assist RLST OIC on resource/master work schedule specific issues.</li> <li>Advise and assist RLST and SPMAGTF/CSSD in the planning and execution of reconstitution.</li> </ul>
MEF LNO <sup>3</sup>	MEF	Maj/Capt	0430	<ul style="list-style-type: none"> <li>Assist the RLST and TAAT to review MPSRON and MPS load plans, provide load recommendations, and ensure the MEF is provided the necessary data to enable planning for future MPF operations.</li> <li>Assess the MPE/S and provide recommendations to the RLST and MEF on the need to execute a branch plan for overflow reconstitution efforts pre-MMC schedule.</li> </ul>
	MEF	MSgt/ GySgt/ SSgt	0491 0431	
MARFOR LNO <sup>3</sup>	LANT/EUR/PAC	Maj/Capt	3002	<ul style="list-style-type: none"> <li>Identify materials, supplies, and equipment to complete intheater MPF reconstitution operations for the MPSRON.</li> <li>Validate that PO attainment objectives are met for the MPSRON and that required capabilities are met for the MPSRON.</li> <li>Ensure that the supported combatant commanders' requirements for strategic prepositioning assets are met and support the theater campaign plan.</li> <li>Provide regular updates (SITREP) to MARFOR HQ on reconstitution actions intheater.</li> </ul>
	LANT/EUR/PAC	MSgt/ GySgt	3043	

Notes

<sup>1</sup>MARCORSYSCOM project officer requirements are representative of the major weapon systems. These officers can be deployed with the RLST as noted or the requirement can be tailored (plus or minus) based on mission needs and PEI assets affected; i.e., other PM representatives such as Combat Equipment Support Services may be necessary).

<sup>2</sup> Required only if BICmd TAAT is *not* co-located with the RLST.

<sup>3</sup> On-call and should be present during backload their specific MPSRON.

T/E

TAMCN	Nomenclature	Quantity	Remarks	Source
HXXXX	Laptop computers with appropriate administrative rights.	1 per 1	Members will need a second removable hard drive for classified network. If separate hard drives are unavailable, 1.5 laptops per member will be required. Recommend read/write-CD or digital video disk capability.	Parent command responsibility.
HXXXX	Iridium or global mobile telephones	2	Small footprint global communications capability.	" "
HXXXX	Mobile telephones, local	1 per 2	Small footprint local communications and reduces burden of tactical communications.	Lease/purchase by supported command contracting officer with RLST funds.
HXXXX	Print/Copy/Scan/FAX machine	1	Used for RLST unclassified network.	" "
HXXXX	Color Lacerate Printer	2	Used for RLST unclassified and classified network.	" "
HXXXX	Digital Camera	2	Digital camera to document reconstitution.	" "
MXXXX	Commercial SUV 4X4	1 per 3	Allows for discreet transportation in commercial areas; reduces tactical vehicle and driver requirements on supported command.	" "
	Hard hats and reflective vests	1 per 1	Required during port operations.	" "



# APPENDIX W

## FORCE PROTECTION PLAN FORMAT

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### Situation

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- Top-level description of the MPF operation/exercise.
- Location.
- US and HN force protection responsibilities.
- Top-level commanders guidance to elements and personnel on protection measures.
- Threat assessment, historical, and current combatant commander's assessment.
- Alert state, force protection condition, and the terrorist threat level as set by the DIA.
- Supplemental ROE.

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### Mission

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The mission is the statement of the MPF mission from the combatant commander's initiating directive.

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### Execution

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#### Commander's Intent

- Statement of threat potential for attack.
- Principal force protection objectives.
- Predeployment training and personal awareness.
- Critical vulnerabilities.
- Principal efforts to guard against perceived threats.
- C2 and the center of gravity.
- Rapid response to warning indicators.
- How to measure effectiveness of the force protection plan.

#### Force Security Organization

- ID of the establishing authority.
- ID of the FPO.
- Describe FPOC.
- ID of the ASO.
- ID of the SSO.
- ID of the LSO.
- Relationships.

#### Seaward Security

- Describe US, multinational, and/or HN forces responsible for seaward security.
- Summarize seaward threats to MPF shipping and personnel.
- Describe force protection for MPS enroute to the AAA.
- Describe seaward security measures inside the AAA:
  - Security areas and exclusion zones.
  - SSOC C2 operations.
  - Surveillance operations in the AAA.
  - Small boat VBSS operations in the AAA.
  - Layered defenses.
  - Describe hand-off procedures between large escorts and small boats.
  - Waterside security and EOD operations.
  - Reporting responsibilities.
  - Summarize preplanned seaward security responses to specific threats.

#### Landward Security

- Describe US, multinational, and/or HN forces responsible for landward security.
- Summarize landward threats to MPF shipping and personnel.

- Describe landward security elements.
- Describe landward security measures:
  - Landward surveillance assets and concept.
  - Access control points.
  - Convoy escort operations.
  - Quick reaction forces.
  - EOD operations.
  - HN integration.
  - Layered defenses.
  - Reporting responsibilities.
  - Summarize replanned landward security responses to specific threats.

### **Air Security**

- Describe US, multinational, and/or HN forces responsible for airward security.
- Summarize airward threats to MPF shipping and personnel.
- Describe airward security elements.
- Describe airward security measures:
  - Air surveillance assets and concept.
  - Air exclusion zones.
  - Airspace and air defense control authority and measures.
  - Communications requirements and assets available.

- Layered defenses.
- Reporting responsibilities.

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### **Administration and Logistics**

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- Force protection coordination meeting schedule and location.
- Administrative support discussion.
- Force beddown.
- PPE.
- Other administrative information relevant to force protection.
- Provide rations, water, fuel, construction and fortification requirements, ammunition, transportation assets, medical support, and maintenance support.

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### **C2**

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- Describe locations and relationships of force protection commanders.
- Describe relationships of other subordinate players, including NCIS, Navy, and USMC force protection teams.

# APPENDIX X

## GLOSSARY

### SECTION I. ACRONYMS AND ABBREVIATIONS

AAA	arrival and assembly area	APOE	aerial port of embarkation
AABFS	amphibious assault bulk fuel system	app.	appendix
AACG	arrival airfield control group	ARFF	aircraft rescue and fire fighting
AAFS	amphibious assault fuel system	ARG	amphibious ready group
AAOE	arrival and assembly operations element	ASL	HQMC Aviation Logistics Branch
AAOG	arrival and assembly operations group	ASMB	aviation support management branch
AAV	amphibious assault vehicle	ASO	air security officer
AB	advanced base	ASOC	air security operations center
A/C	aircraft	ASP	ammunition supply point
AC	air conditioner	ASR	airport surveillance radar
ACDU	active duty	ASRR	Airfield Suitability and Restriction Report
ACE	aviation combat element	ATC	air traffic control
ACM	air contingency MAGTF	ATF	amphibious task force
ACO	airfield coordination officer	ATLASS	Asset Tracking Logistics and Supply System
AC/S	Assistant Chief of Staff	ATOC	air terminal operations center
ADAL	authorized dental allowance list	AUTODIN	Automatic Digital Network
ADCON	administrative control	BBL	barrel (42 US gallons)
ADF	automatic direction finding	BF	bulk fuel
ADPE	automatic data processing equipment	BICmd.	Blount Island Command
ADVON	advanced echelon	BM	boatswain's mate
AF	amphibious force	BMC	chief boatswain's mate
AFB	Air Force base	BMSN	boatswain's mate seaman
AGSE	aviation ground support equipment	BOG	beach operations group
AIS	automated information systems	BOM	bill of materials
ALD	available-to-load date	BOSG	base operations support group
ALE	airlift liaison element	BPG	beach party group
AMAL	authorized medical allowance list	BPT	beach party team
AMC	Air Mobility Command	BSA	beach support area
AMEMB	American Embassy	BU	builder
AMSEA	American Overseas Marine	BUC	chief builder
ANDVT	advanced narrowband digital voice terminal	BUMEDINST	Bureau of Medicine and Surgery Instruction
AO	area of operations	C2	command and control
AOG	airfield operation group	C3	command, control, and communications
AOIC	assistant officer in charge	C4I	command, control, communications, computers, and intelligence
AOR	area of responsibility		
APOD	aerial port of debarkation		

C4ISR . . . . .	command, control, communications, computer, intelligence, surveillance, and reconnaissance	CMT . . . . .	contract maintenance team
CA . . . . .	civil affairs	CNBG . . . . .	commander, Naval beach group
CAEMS . . . . .	computer-aided embarkation management system	CNCW . . . . .	commander, Naval Coastal Warfare
CAG . . . . .	civil affairs group	CNO . . . . .	Chief of Naval Operations
CALMS . . . . .	computer-aided load manifesting system	co. . . . .	company
CAP . . . . .	crisis action planning	CNSE . . . . .	commander, Navy support element
CAPS (II) . . . . .	consolidated aerial ports system II	CO . . . . .	commanding officer
Capt. . . . .	captain	COA . . . . .	course of action
CAT . . . . .	crisis action team	COC . . . . .	current operations center
CBT . . . . .	combat	COCOM . . . . .	combatant command (command authority)
CCSP . . . . .	common contingency support package	COI . . . . .	certificate of inspection
CD . . . . .	compact disks	Col. . . . .	colonel
CDR . . . . .	commander	COMMARCORLOGBASES . . . . .	Commander, Marine Corps Logistics Bases
CD-ROM . . . . .	compact disk read-only memory	COMMARCORLOGCOM . . . . .	Commander, Marine Corps Logistics Command
CE . . . . .	command element	COMMARFOR . . . . .	Commander, Marine Corps forces
CE1/2/3 . . . . .	construction electrician	COMNAVFORLANT . . . . .	Commander, Marine Corps Forces, Atlantic
CEB . . . . .	combat engineer battalion	COMMARFORPAC . . . . .	Commander, Marine Corps Forces, Pacific
CESE . . . . .	civil engineering support equipment	COMNAVFOR . . . . .	Commander, naval forces
CESN . . . . .	construction electrician seaman	COMNAVSURFLANT . . . . .	Commander, Naval Surface Force, Atlantic
CFR . . . . .	Code of Federal Regulations	COMNAVSURFLANTINST . . . . .	Commander, Naval Surface Force, Atlantic Instruction
CG . . . . .	commanding general	COMNAVSURFPAC . . . . .	Commander, Naval Surface Force, Pacific
ch. . . . .	chapter	COMNAVSURFPACINST . . . . .	Commander, Naval Surface Force, Pacific Instruction
CHAPGRU . . . . .	Navy cargo handling and port group	COMPHIBRON . . . . .	commander, amphibious squadron
CHD . . . . .	cargo handing detachment	COMPSRON . . . . .	commander, maritime prepositioning ships squadron
CHE . . . . .	container-handling equipment	COMSC . . . . .	Commander, Military Sealift Command
CHOP . . . . .	change of operational control	COMSEC . . . . .	communications security
CI . . . . .	counterintelligence		
CIS . . . . .	communications and information systems		
CJCS . . . . .	Chairman of the Joint Chiefs of Staff		
CJCSM . . . . .	Chairman of the Joint Chiefs of Staff manual		
CJTF . . . . .	commander, joint task force		
CLD/HD . . . . .	critical low-density/high demand		
CLZ . . . . .	cushion landing zone		
CM . . . . .	construction mechanic		
CMC . . . . .	Commandant of the Marine Corps		
CMCC . . . . .	classified material control center		
CMPF . . . . .	Commander, Maritime Prepositioning Force		
CMR . . . . .	consolidated memorandum receipt		
CMSN . . . . .	construction mechanic seaman		

COMSURFWARDEVGRU . . . . . Commander,  
Surface Warfare  
Development Group  
CONOPS . . . . . concept of operations  
CONPLAN . . . . . contingency plan  
CONUS . . . . . continental United States  
COR . . . . . contracting officer's representative  
COT . . . . . container operations terminal  
Cpl. . . . . corporal  
CPO . . . . . chief petty officer  
CPOIC . . . . . chief petty officer in charge  
CRAF . . . . . civil reserve air fleet  
CRD . . . . . combatant commander's  
required date  
CSE . . . . . common support equipment  
CSNP . . . . . causeway section, nonpowered  
CSP . . . . . causeway section, powered  
CSS . . . . . combat service support  
CSSA . . . . . combat service support area  
CSSD . . . . . combat service support detachment  
CSSE . . . . . combat service  
support element  
CUCV . . . . . commercial utility cargo vehicle  
CWO . . . . . chief warrant officer  
  
DACG . . . . . departure airfield control group  
DC . . . . . Deputy Commandant  
DC, I&L . . . . . Deputy Commandant,  
Installations, and  
Logistics  
DC, PP&O . . . . . Deputy Commandant, Plans,  
Policies, and Operations  
DESC . . . . . Defense Energy Support Center  
DF . . . . . direction finding  
DFM . . . . . diesel fuel marine  
DIA . . . . . Defense Intelligence Agency  
DIV . . . . . division  
DK . . . . . disbursing clerk  
DLA . . . . . Defense Logistics Agency  
DMS . . . . . defense message system  
DOD . . . . . Department of Defense  
DODIC . . . . . Department of Defense  
Identification Code  
DODR . . . . . Department of Defense regulation  
DON . . . . . Department of the Navy  
DOS . . . . . day of supply  
DP . . . . . data processing technician  
DS . . . . . data systems technician  
DSN . . . . . Defense Switched Network  
DSSC . . . . . direct support stock control

DT . . . . . dental technician  
DTG . . . . . date-time, group  
DUC . . . . . defense unit commander  
DWFC . . . . . Defense Working Capital Fund  
  
EA . . . . . engineering aide  
EAD . . . . . earliest arrival date  
EAF . . . . . expeditionary airfield  
ECG . . . . . executive coordination group  
EFDC . . . . . Expeditionary Force  
Development Center  
EFV . . . . . expeditionary fighting vehicle  
E/L . . . . . equipment list  
EM . . . . . electricians mate  
EMCC . . . . . en route movement control center  
EMW . . . . . expeditionary maneuver warfare  
EN . . . . . engineman  
EO . . . . . equipment operator  
EOCS . . . . . senior chief equipment operator  
EOD . . . . . explosive ordnance disposal  
EODMU . . . . . explosive ordnance disposal  
mobile unit  
ERP . . . . . equipment reception point  
ESG . . . . . expeditionary strike group  
ESM . . . . . electronic warfare  
support measures  
ESQD . . . . . explosive safety  
quantity distance  
ESWL . . . . . equivalent single wheel loading  
ET . . . . . electronics technician  
ETC . . . . . chief electronics technician  
ETSN . . . . . electronics technician seaman  
EW . . . . . electronic warfare technician  
EWTG (LANT/PAC) . . . . . Expeditionary  
Warfare Training Group  
(Atlantic/Pacific)  
  
FAD . . . . . force activity designator  
FAP . . . . . fleet assistance program  
FAST . . . . . fleet antiterrorism security team  
FAX . . . . . facsimile  
FDP&E . . . . . force deployment planning  
and execution  
FF . . . . . flight ferry  
FH . . . . . fleet hospital  
FHSO . . . . . Fleet Hospital Support Office  
FIE . . . . . fly-in echelon  
fig. . . . . figure  
FIRST LT . . . . . ship's first lieutenant  
1stLt . . . . . first lieutenant

FISP .....	fly-in support package	HMR .....	Hazardous Materials Regulations
F/L .....	force list	HN .....	host nation
FL .....	Florida	HNS .....	host-nation support
FLIP .....	flight information publication	HNSA .....	host-nation support agreement
FMCC .....	force movement control center	hp .....	horsepower
FPAS .....	force protection assessment survey	HQ .....	headquarters
FPC .....	final planning conference	HQMC .....	Headquarters, Marine Corps
FPO .....	force protection officer	HTH .....	high test hypochlorite
FPOC .....	force protection operations center	Hz .....	hertz
FSSG .....	force service support group		
ft .....	feet	I&L .....	Installations and Logistics
ft <sup>2</sup> .....	square feet	IBU .....	inshore boat unit
ft <sup>3</sup> .....	cubic feet	ICODES .....	Integrated Computerized Deployment System
FW .....	fixed-wing	ID .....	identification
FWD .....	forward	IMA .....	intermediate maintenance activity
		IMRL .....	individual material readiness list
G-1 .....	general staff administration section	in .....	inch
G-3 .....	general staff operations section	IOT .....	in order to
G-4 .....	general staff logistics section	IPC .....	initial planning conference
G-5 .....	general staff plans section	IR .....	intelligence requirements
GA .....	Georgia	IS .....	intelligence specialist
gal .....	gallon	ISB .....	intermediate staging base
GCCS .....	Global Command and Control System	ISSA .....	inter-Service support agreement
GCE .....	ground combat element	IT .....	information technology
GDSS .....	global decision support system	ITV .....	in-transit visibility
GENADMIN .....	general admin (message)		
GENTEXT .....	general text	JCS .....	Joint Chiefs of Staff
GEOPREPO .....	geo prepositioning	JDISS .....	joint deployable intelligence support system
GI&S .....	geospatial information and services	JDS .....	joint deployment system
GM .....	gunner's mate	JFACC .....	joint force air component commander
GMC .....	chief gunner's mate	JFAST .....	joint flow and analysis system for transportation
GMG .....	gunner's mate guns	JFC .....	joint force commander
GMGSN .....	gunner's mate guns seaman	JI .....	joint inspection
GTN .....	global transportation network	JIC .....	Joint Intelligence Center
GySgt .....	gunnery sergeant	JLTI .....	joint limited technical inspection
		JMCIS .....	joint maritime command information system
H&S .....	headquarters and service	JOA .....	joint operations area
H&S Co. ....	headquarters and service company	JOPES .....	Joint Operation Planning and Execution System
HAZMAT .....	hazardous material	JP .....	joint publication
HDC .....	harbor defense command	JP-4 .....	Army stand fuel for turbine engines
HDCU .....	harbor defense command unit	JP-5 .....	jet fuel
HF .....	high frequency	JS .....	joint staff
HM .....	hospital corpsman	JSCP .....	Joint Strategic Capabilities Plan
HMC .....	chief hospital corpsman		
HMCS .....	senior chief hospital corpsman		
HMMWV .....	high mobility multipurpose wheeled vehicle		

JTF	joint task force	LVS	logistics vehicle system
JTTP	joint tactics, techniques, and procedures	MACG	Marine air control group
km	kilometer	MAG	Marine aircraft group
km <sup>2</sup>	square kilometers	MAGTF	Marine air-ground task force
kt	knot	MAGTF II	Marine air-ground task force War Planning System II
kts	knot (nautical miles per hour)	Maj	major
kW	kilowatt	MALS	Marine aviation logistics squadron
LAD	latest arrival date	MARAD	Maritime Administration
LAN	local area network	MARCORLOGBASES	Marine Corps Logistics Bases
LARC	lighter, amphibious resupply cargo	MARCORLOGCOM	Marine Corps Logistics Command
LAV	light armored vehicle	MARCORSYSCOM	Marine Corps Systems Command
lb	pound	MARFOR	Marine Corps forces
LBP	length between perpendiculars	MARFOREUR	Marine Corps Forces, Europe
LCDR	Lieutenant Commander	MARFORLANT	Marine Corps Forces, Atlantic
LCM	landing craft, mechanized	MARFORPAC	Marine Corps Forces, Pacific
LCN	load classification number	MARS	Military Affiliate Radio System
LCO	lighterage control officer	MATCS	Marine air traffic control squadron
LCpl	lance corporal	MAW	Marine aircraft wing
LCPO	leading chief petty officer	MCAS	Marine Corps air station
LD	line of departure	MCB	Marine Corps base
LF	low frequency	MCBul	Marine Corps bulletin
LFSP	landing force support party	MCC	movement control center
LMCC	logistics movement control center	MCCDC	Marine Corps Combat Development Command
LNO	liaison officer	MCDP	Marine Corps doctrinal publication
LOC	line of communications	MCDS	modular cargo delivery system
LOGAIS	logistics automated information system	MCLL	Marine Corps lessons learned
LOGMARS	logistics applications of automated marking and reading symbols	MCM	mine countermeasures
LOGSAFE	logistics sustainment and feasibility estimator	MCMC	Marine Corps maintenance contractor
LOI	letter of instruction	MCO	Marine Corps Order
LO/LO	lift-on/lift-off	MCWP	Marine Corps warfighting publication
LOS	line of sight	MDL	MAGTF Data Library
LOTS	logistics over-the-shore	MDSS II	MAGTF Deployment Support System II
LP	listening post	MEB	Marine Expeditionary Brigade
LSCOC	lanward security combat operations center	MEDEVAC	medical evacuation
LSO	landward security officer		
Lt	USMC Lieutenant		
LT	USN Lieutenant		
LtCol	lieutenant colonel		
LTI	limited technical inspection		
LTJG	lieutenant junior grade		

MEF	Marine Expeditionary Force	MSO	Marine Safety Office
MEP	mobile electric power	MSR	main supply route
MEU	Marine Expeditionary Unit	MT	measurement ton
MEU(SOC)	Marine Expeditionary Unit (special operations capable)	MTMCEA	Military Traffic Management Command Eastern Area
MF	medium frequency	MTW	major theater war
MG	machine gun	MV	motor vessel
MGySgt	master gunnery sergeant	MWSS	Marine wing support squadron
MHE	materials handling equipment		
MILOGS	Marine Integrated Logistics System	NALMEB	Norwegian Airlanded Marine Expeditionary Brigade
mils	milliradian	NAVAIDS	navigational aids
MIMMS	Marine Integrated Maintenance Management System	NAVAIRSYSCOM	Naval Air Systems Command
MIUW	mobile inshore undersea warfare	NAVBEACHGRU	naval beach group
MIUWU	mobile inshore undersea warfare unit	NAVCHAPGRU	Navy cargo handling and port group
MLC	Marine Logistics Command	NAVFACENGC.COM	Naval Facilities Engineering Command
MLE	MAGTF liason element	NAVFOR	Navy forces
mm	millimeter	NAVMC	Navy/Marine departmental publication
MMC	MPF maintenance cycle	NAVSUP-NOLSC	Naval Supply Systems Command-Naval Operational Logistics Support Command
MMF	mobile maintenance facility	NAWMU-1	Naval Airborne Weapons Maintenance Unit One
MOGAS	motor gasoline	NBC	nuclear, biological, and chemical
MOLT	MAGTF offload liaison team	NBG	naval beach group
MOOTW	military other than war	NBOC	Navy officer billet classification
MOS	military occupational specialty;	NC	North Carolina
MPA	maritime patrol aircraft	NCC	Navy component commander
MPC	mid-planning conference	NCD	Naval Construction Division
MPE/S	maritime prepositioned equipment and supplies	NCF	naval construction force
MPF	maritime prepositioning force	NCHF	Navy cargo handling force
MPF(E)	maritime prepositioning force (enhanced)	NCIS	Naval Criminal Investigative Service
MPF(F)	maritime prepositioning force (future)	NCO	noncommissioned officer
MPS	maritime prepositioning ship	NCR	Naval construction regiment
MPS(F)	maritime prepositioning ship (future)	NCW	naval coastal warfare
MPSRON	maritime prepositioning ships squadron	NDP	Naval doctrine publication
MRB	Marine Corps Requirement Board	NEAT	Naval embarked advisory team
MRE	meal, ready to eat	NEC	Navy enlisted classification
MS	mess management specialist	NEW	net explosive weight
MSC	Military Sealift Command	NFELC	Naval Facilities Expeditionary Logistics Center
MSE	major subordinate element	NIPRNET	Non-Secure Internet Protocol Router Network
MSGID	message identification	NL	Navy lighterage
MSgt	master sergeant		
MSI	modified surf index		
MSL	modified surf limit		



R-Day	redeployment day	SINCGARS	single-channel ground and airborne radio system
RAC	readiness acceptance check	SIPRNET	SECRET Internet Protocol Router Network
RBE	remain-behind equipment	SITOR	simplex telex over radio
RDD	required delivery date	SITREP	situation report
RFI	ready for issue	SJA	Staff Judge Advocate
RLD	ready to load date	SK	storekeeper
RLST	reconstitution liaison support team	SKC	chief storekeeper
R-MAST	reserve-mobile ashore support terminal	SKCS	senior chief storekeeper
ROE	rules of engagement	SL-3	stock list 3
ROLMS	retail ordnance logistics management system	SLE	sealift liaison element
RO/RO	roll-on/roll-off	SLOC	sea line of communications
ROS	reduced operational status	SLRP	survey, liaison, and reconnaissance party
ROS-5	five-day reduced operational status	SLWT	side-loadable warping tug
ROWPU	reverse osmosis water purification unit	SM	signalman
RRDF	roll-on/roll-off discharge facility	SMO	strategic mobility office(r)
RSSC	Radar-Sonar Surveillance Center	SMSN	signalman seaman
RSS&I	receipt, segregation, stowage, and issue	SNCO	staff noncommissioned officer
RTCH	rough terrain container handler	SNOIC	staff noncommissioned officer in charge
RW	rotary-wing	SOFA	status-of-forces agreement
S-1	staff administration section	SOP	standing operating procedure
S-2	staff intelligence section	SORTS	Status of Resources and Training System
S-3	staff operations section	SOSG	station operations support group
S-4	staff logistics section	SPMAGTF	special purpose Marine air-ground task force
S-6	staff communications section	SPOD	seaport of debarkation
SAC 1	stores account code one	SPOE	seaport of embarkation
SATCOM	satellite communications	SQ	square
SC	South Carolina	SRB	service record book
SCI	sensitive compartmented information	SRD	SEABEE Readiness Division
SCIF	sensitive compartmented information facility	SS	steamship
SCPO	senior chief petty officer	SSC	small scale contingency
SDACC	Self-Deploying Aircraft Control Center	SSgt	staff sergeant
SDDC	Military Surface Deployment and Distribution Command	SSO	seaward security officer
SEABEE	Navy construction engineer	SSOC	seaward security operations center
SEAL	sea-air-land team	ST	single tandem gear rating
SecDef	Secretary of Defense	STG	sonar technician surface
SECNAVINST	Secretary of the Navy instruction	STGC	chief sonar technician surface
SECREP	secondary reparable	STOM	ship-to-objective maneuver
Sgt	Sergeant	STS	ship-to-shore
SHF	super-high frequency	STU	secure telephone unit
SHR	shore	STU III	secure telephone unit III
		SUROB	surf observation
		SW	steel worker
		T	twin gear rating

T/A	table of allowance	TPFDD	time-phased force and deployment data
TAA	tactical assembly area	TSB	transportation support battalion
TAAT	technical assistance and advisory team	TSP	topical skin protectant
TACAN	tactical air navigation	TSS	trim, stress, and stability
TACC	tactical air command center	TT	twin tandem gear rating
TACON	tactical control	TTY	teletype
TAD	temporary additional duty	TYCOM	type commander
TAFDS	tactical airfield fuel dispensing system	UAA	unit assembly area
T-AH	hospital ship	UCT	underwater construction team
T-AK	container and roll-on/roll-off ship	UHF	ultrahigh frequency
TALCE	tanker airlift control element	ULN	unit line number
TAMCN	table of authorized material control number	UMCC	unit movement control center
TAMMIS	theater Army medical management and information system	UNS	universal need statement
TAP	training allowance pool	US	United States
TAR	tactical air request	USAF	United States Air Force
TAV	total asset visibility	USCG	United States Coast Guard
T-AVB	aviation logistics support ship	USDA	United States Department of Agriculture
TBD	to be determined	USMC	United States Marine Corps
TC-AIMS	Transportation Coordinator's Automated Information for Movement System	USN	United States Navy
TC-AIMS II	Transportation Coordinator's Automated Information for Movement System II	USNR	United States Navy Reserve
TD	tactical data	USNS	United States Naval Ship
TDT	twin delta tandem gear rating	USS	United States Ship
T/E	table of equipment	USTRANSCOM	United States Transportation Command
TFE	transportation feasibility estimator	UT	utilitiesman
TM	technical manual	VA	Virginia
TMO	traffic management office	V(A)	aviation ammunition
T/M/S	type/model/series	VBSS	visit, board, search, and seizure
T/O	table of organization	VHF	very high frequency
TO&E	table of organization and equipment	VIP	very important person
TOW	tube-launched, optically tracked, wire-command link guided missile	V(W)	ground ammunition
		WO	warrant officer
		WPS	worldwide port system
		WRS	war reserve system
		YN	yeoman
		YNC	chief yeoman

## SECTION II. DEFINITIONS

**advanced echelon**—A team of Air Mobility Command tanker airlift control element members deployed in advance of the main tanker airlift control element to coordinate Air Mobility Command requirements at the arrival or departure airfield. The advanced echelon may deploy equipment to establish communications with Air Mobility Command command and control agencies and to establish the airlift operations center prior to the main tanker airlift control element arrival. Also called **ADVON**. (This term and definition are proposed for inclusion in the next edition of MCRP 5-12C)

**advance party**—A task organization formed by the MAGTF commander that consists of personnel designated to form the nucleus of arrival and assembly organizations in support of maritime prepositioning force operations, amphibious embarkation, or contingency or training deployments. The primary tasks of the advance party are to arrange for the reception of the main body. (This term and definition are proposed for inclusion in the next edition of MCRP 5-12C)

**amphibious bulk liquid transfer system**—Ship system used to pump bulk petroleum, oils, and lubricants and potable water ashore via buoyant hose line. Each ship loaded with bulk fuel carries two 5,000-foot, 6-inch fuel lines. Each ship loaded with bulk water carries one 10,000-foot, 4-inch water line. Also called **ABLTS**.

**arrival and assembly area**—An area identified by the designated commander in coordination with the unified commander and host nation for arrival, offload, and assembly of forces and equipment and supplies, and preparations for subsequent operations. The arrival and assembly area is administrative in nature and does not denote command of a geographic area. Such an area may be inside an amphibious objective area. Within the arrival and assembly area, coordination authority for the following is implied for the designated commander: prioritization and use of airfiled(s), port, beach

facilities, road networks; air traffic control; and logistics support activities. Also called **AAA**. (This term and definition are proposed for inclusion in the next edition of MCRP 5-12C)

**arrival and assembly operations element**—A command and control agency in each MAGTF element and the Navy support element that coordinates the logistics functions of the offload of maritime prepositioning equipment and supplies and the arrival and assembly of forces in the unit assembly area. Also called **AAOE**. (This term and definition are proposed for inclusion in the next edition of MCRP 5-12C)

**arrival and assembly operations group**—A staff agency composed of MAGTF personnel and a liaison from the Navy support element, to control the arrival and assembly of a maritime prepositioning force operation. Also called **AAOG**. (This term and definition are proposed for inclusion in the next edition of MCRP 5-12C)

**augmentation operation**—Augmentation operations are those in which the MAGTF commander's immediate superior is a MEF, service component, functional component, or task force (naval, amphibious, etc.) commander.

**beach party team**—The beach party team is the Navy component of the shore party team commanded by a Navy officer. The beach party team provides Navy functions such as lighterage salvage and repair. In addition, as a component of the debark control unit for a maritime prepositioning force operation it is responsible to control lighterage in the surf zone and transfer bulk liquids from the maritime preposition ships(s). Also called **BPT**. (This term and definition are proposed for inclusion in the next edition of MCRP 5-12C)

**C-day**—An unnamed day when a deployment operation commences or is to commence.

**cargo handling detachment**—Assigned to the offload preparation party of a maritime prepositioning force operation, the cargo handling detachment is comprised of Navy support element supervisory and technical personnel augmented by Navy cargo handling force personnel to accomplish the offload. Also called **CHD**. (This term and definition are proposed for inclusion in the next edition of MCRP 5-12C)

**cargo handling force**—An NSE element of the offload control unit (OCU) consisting of U.S. Navy cargo handling force personnel assigned to the off-load preparation party (OPP) and debarkation team. Also called **CHF**.

**combatant command (command authority)**—Nontransferable command authority established by title 10 (“Armed Forces”), United States Code, section 164, exercised only by commanders of unified or specified combatant commands unless otherwise directed by the President or the Secretary of Defense. Also called **COCOM**. (excerpt from JP 1-02).

**contracting officer’s representative**—An officer or civilian employee of the United States Government assigned to each maritime prepositioning ships squadron. The contracting officer’s representative works directly for the Commander, Marine Corps Logistics Bases, Albany, GA, and supervises the efforts of the Marine Corps maintenance contractors. Also called **COR**.

**debarkation officer**—The senior naval officer on each ship responsible to the offload control officer for the efficient offload of that ship’s maritime prepositioned equipment and supplies. The debarkation officer coordinates the navy cargo handling detachment, MAGTF debark team, ship’s crew, and assigned lighterage control team.

**debarkation team**—A task organization comprised of a Navy cargo handling force and MAGTF personnel provided to the offload control officer for each ship of the maritime prepositioning ships squadron for debarkation.

This team consists of cargo handling, maintenance, and vehicle equipment operators from the offload preparation party and advance party. The debarkation team will be provided first priority billeting on the ship the team is assigned to offload.

**direct support**—A mission requiring a force to support another specific force and authorizing it to answer directly to the supported force’s request for assistance. Also called **DS**. (JP 1-02)

**embarkation officer**—An officer on the staff of units of the landing force who advises the commander thereof on matters pertaining to embarkation planning and loading ships. (JP 1-02)

**embarkation order**—An order specifying dates, times, routes, loading diagrams, and methods of movement to shipside or aircraft for troops and their equipment. (JP 1-02)

**explosive safety quantity distance requirements**—Requirements that apply to the concentration of ammunition, explosives, and other hazardous materials at naval shore establishments for development; manufacturing; test and maintenance; storage, loading, and offloading of vehicles, railcars and aircraft; disposal; and all related handling incidents. The requirements are based on records of actual fires and explosions involving ammunition and explosives. The requirements safeguard personnel against possible serious injury or equipment destruction from possible fires or explosions. These requirements also protect the inhabitants of nearby communities, private and public property, and the Naval Shore Establishment personnel. These requirements keep the loss of valuable ammunition stores (including inert ordnance items) to a minimum if there were a fire or explosion. Also called **ESQD**.

**flight ferry**—The movement by self-deployment of the aircraft of the aviation combat element to the arrival and assembly area. Also called **FF**.

**fly-in echelon**—Airlifted forces and equipment of the MAGTF and Navy support element plus

aircraft and personnel arriving in the flight ferry of the aviation combat element. Also called **FIE**. (MCRP 5-12C)

**force module**—A task organization that is tailored and time-phased to meet specific challenges of operational environments ranging from permissive (i.e., foreign humanitarian assistance) to hostile (i.e., major theater war in any area of responsibility). Also called **FM**.

**force movement control center**—A temporary organization activated by the Marine air-ground task force to control and coordinate all deployment support activities. Also called **FMCC**. (JP 1-02) Note: An operating force's agency normally established in the headquarters of the deploying MAGTF's parent Marine Expeditionary Force that monitors, coordinates, controls, and adjusts as required, strategic movement of Marine forces and associated Navy forces within the joint deployment system.

**independent operation**—Independent operations are those in which the MAGTF commander has dual responsibilities as the Marine Corps forces (service component) commander to a subordinate unified command, joint task force, or multinational force (i.e., NATO).

**landing force support party**—A temporary landing force organization composed of Navy and landing force elements, that facilitates the ship-to-shore movement and provides initial combat support and combat service support to the landing force. The landing force support party is brought into existence by a formal activation order issued by the commander, landing force. Also called **LFSP**. (JP 1-02) Note: The forward echelon of the combat service support element (MAGTF) formed to facilitate the transportation and throughput operations. In maritime prepositioning force operations, the LFSP is responsible to the MAGTF commander for the reception of maritime prepositioned equipment and supplies and personnel at the beach, port, and arrival airfield, and movement control to the unit assembly areas.

**lighterage control officer**—The Navy officer or chief petty officer responsible to the offload control officer for controlling lighterage assigned to that ship for offload. Also called **LCO**.

**logistic and movement control center**—Centers organized from combat service support elements (or the supporting establishment) in the geographic proximity of the marshaling units. They are tasked by the force movement control center to provide organic and commercial transportation, transportation scheduling, materials handling equipment, and all other logistic support required by parent commands during marshaling and embarkation. Also called **LMCC**.

**Marine air-ground task force**—The Marine Corps principal organization for all missions across the range of military operations, composed of forces task-organized under a single commander capable of responding rapidly to a contingency anywhere in the world. The types of forces in the Marine air-ground task force (MAGTF) are functionally grouped into four core elements: a command element, an aviation combat element, a ground combat element, and a combat service support element. The four core elements are categories of forces, not formal commands. The basic structure of the MAGTF never varies, though the number, size, and type of Marine Corps units comprising each of its four elements will always be mission dependent. The flexibility of the organizational structure allows for one or more subordinate MAGTFs, other Service, and/or foreign military forces to be assigned or attached. Also called **MAGTF**. (MCRP 5-12C)

**MAGTF offload liaison team**—A task organization assigned to both the offload preparation party and the offload control unit to assist in communicating the MAGTF commander's war-fighting and offload priorities, and to provide technical supervision and direction on Marine Corps offload preparation party and debarkation matters. Also called **MOLT**.

**Marine Corps maintenance contractor**—Contracted civilian maintenance personnel embarked aboard maritime prepositioning ships. Also called **MCMC**.

**Marine expeditionary force**—The largest Marine air-ground task force and the Marine Corps principal warfighting organization, particularly for larger crises or contingencies. It is task-organized around a permanent command element and normally contains one or more Marine divisions, Marine aircraft wings, and Marine force service support groups. The Marine expeditionary force is capable of missions across the range of military operations, including amphibious assault and sustained operations ashore in any environment. It can operate from a sea base, a land base, or both. It may also contain the Service or foreign military forces assigned or attached to the MAGTF. (MCRP 5-12C) Also called **MEF**. (JP 1-02)

**Marine expeditionary unit**—A Marine air-ground task force that is constructed around an infantry battalion reinforced, a helicopter squadron reinforced, and a task-organized combat service support element. It normally fulfills Marine Corps forward sea-based deployment requirements. The Marine expeditionary unit provides an immediate reaction capability for crisis response and is capable of limited combat operations. Also called **MEU**. It may also contain other Service or foreign military forces assigned or attached. (MCRP 5-12C)

**maritime prepositioned equipment and supplies**—Unit equipment and sustaining supplies associated with a MAGTF and an Navy support element, which are deployed on maritime prepositioning ships. Also called **MPE/S**.

**maritime prepositioning force**—A task organization of units under one commander formed for the purpose of introducing a MAGTF and its associated equipment and supplies into a secure area. The maritime prepositioning force is composed of a command element, a maritime prepositioning ships squadron, a MAGTF, and a Navy support element. Also called **MPF**. (MCRP 5-12C)

**maritime prepositioning force augmentation operation**—A maritime prepositioning force operation that augments an existing operation. Also called **MPFAO**.

**maritime prepositioning force independent operation**—A maritime prepositioning force operation that does not augment an existing operation. Also called **MPFIO**.

**maritime prepositioning force operation**—A rapid deployment and assembly of a MAGTF in a secure area using a combination of strategic airlift and forward-deployed maritime prepositioning ships. Also called **MPFOP**.

**maritime prepositioning ships**—Civilian-crewed, Military Sealift Command-chartered ships that are organized into three squadrons and are usually forward-deployed. These ships are loaded with prepositioned equipment and 30 days of supplies to support three Marine expeditionary brigades. Also called **MPS**. (JP 1-02) Note: A maritime prepositioning ship is normally designated as a T-AKR.

**maritime prepositioning ships squadron**—A group of civilian-owned and civilian-crewed ships chartered by Military Sealift Command loaded with prepositioned equipment and 30 days of supplies to support up to an maritime prepositioning force MAGTF. Also called **MPSRON**.

**N-day**—The unnamed day an active duty unit is notified for deployment or redeployment. (JP 1-02)

**naval construction force**—The combined construction units of the Navy, including primarily the mobile construction battalions and the amphibious construction battalions. These units are part of the operating forces and represent the Navy's capability for advanced base construction. Also called **NCF**. (JP 1-02) Note: When assigned to a MAGTF, the NCF's mission is to ensure sustainment of MAGTF operations by providing deliberate construction support, to include major horizontal and vertical construction, repair of existing facilities, and other general engineering

tasks. The NCF also supports the naval operating forces through the construction of Navy bases within or outside the amphibious objective area. NWP 4-04.1/MCWP 4.11.5, Seabee Operations in the MAGTF, provides detailed information concerning NCF operations.

**Navy day**—Falls on O-1. It is the day the offload preparation party officer in charge transitions to assume the duty as the offload control unit officer in charge. At this time Marine officer assigned as the assistant offload preparation party officer in charge may assume the duty as the MAGTF offload liaison officer. The Navy support element makes final preparations for the offload. (This term and definition are proposed for inclusion in the next edition of MCRP 5-12C)

**Navy support element**—The maritime prepositioning force element that is composed of naval beach group staff and subordinate unit personnel, a detachment of Navy cargo handling force personnel, and other Navy components, as required. It is tasked with conducting the offload and ship-to-shore movement of maritime prepositioned equipment and/or supplies. Also called **NSE**. (JP 1-02) Note: The NSE's three major components are the offload control unit, beach support unit, and when activated, a defense unit.

**offload control officer**—The Navy officer responsible to the NSE commander for the offload of the MPS squadron, the ship-to-shore movement, and the reception and control of light-erage on the beach. Also called **OCO**.

**offload day**—Unnamed day when the maritime prepositioning force offload commences. Also called **O-day**.

**offload preparation party**—A temporary task organization of Navy and Marine maintenance, embarkation, equipment operators, and cargo handling personnel deployed to the maritime prepositioning ships squadron before or during its transit to the arrival and assembly area to prepare the ship's offload systems and embarked equipment for offload. Also called **OPP**.

**operational control**—Command authority that may be exercised by commanders at any echelon at or below the level of combatant command. Operational control is inherent in combatant command (command authority) and may be delegated within the command. Also called **OPCON**. (excerpt from JP 1-02).

**principal end items**—Those items of equipment necessary for the accomplishment of the MAGTF mission. Also called **PEI**.

**Ready Reserve Force**—A force composed of ships acquired by the Maritime Administration (MARAD) with Navy funding and newer ships acquired by the MARAD for the National Defense Reserve Fleet (NDRF). Although part of the NDRF, ships of the Ready Reserve Force are maintained in a higher state of readiness and can be made available without mobilization or congressionally declared state of emergency. Also called **RRF**. (JP 1-02)

**reconstitution**—Those actions that commanders plan and implement to restore units to a desired level of combat effectiveness commensurate with mission requirements and available resources. Reconstitution operations include regeneration and reorganization. (MCRP 5-12A) Note: MPF reconstitution is the methodical approach to restore the MPSRON to its original strength or properties and to attain full operational capability, post MAGTF operations.

**redeployment day**—The day established by the combatant commander that the Marine Corps forces and Navy forces units begin redeployment and reconstitution operations. Also called **R-day**.

**reduced operational status**—Applies to the Military Sealift Command ships withdrawn from full operational status (FOS) because of decreased operational requirements. A ship in reduced operational status is crewed in accordance with shipboard maintenance and possible future operational requirements, with crew size predetermined contractually. The condition of readiness in terms of calendar days required to

attain FOS is designated by the numeral following the acronym ROS (i.e., ROS-5). Also called **ROS**. (JP 1-02)

**regeneration**—Rebuilding of a unit through large-scale replacement of personnel, equipment, and supplies, including the reestablishment or replacement of essential command and control and the conduct of mission essential training for the newly rebuilt unit. (MCRP 5-12A)

**remain-behind equipment**—Unit equipment left by deploying forces at their bases when they deploy. Also called **RBE**. (JP 1-02)

**reorganization**—Action taken to shift internal resources within a degraded unit to increase its level of combat effectiveness. (MCRP 5-12A)

**sealift liaison element**—A task organization located at the SPOE/D, under the control of the Marine Expeditionary Force/MAGTF, which coordinates between the arriving/departing Marine Corps forces/MAGTF and the beach operations group/port operations group. Also called **SLE**.

**situational awareness**—Knowledge and understanding of the current situation which promotes timely, relevant, and accurate assessment of friendly, enemy, and other operations within the battlespace in order to facilitate decisionmaking. An informational perspective and skill that foster an ability to determine quickly the context and relevance of events that are unfolding. (MCRP 5-12C)

**supported commander**—1. The commander having primary responsibility for all aspects of a task assigned by the Joint Strategic Capabilities Plan or other joint operation planning authority. In the context of joint operation planning, this term refers to the commander who prepares operation plans or operation orders in response to requirements of the Chairman of the Joint Chiefs of Staff. 2. In the context of a support command relationship, the commander who receives assis-

tance from another commander's force or capabilities, and who is responsible for ensuring that the supporting commander understands the assistance required. (JP 1-02)

**supporting commander**—1. A commander who provides augmentation forces or other support to a supported commander, or who develops a supporting plan. Includes the designated combatant commands and Defense agencies as appropriate. 2. In the context of a support command relationship, the commander who aids, protects, complements, or sustains another commander's force, and who is responsible for providing the assistance required by the supported commander. (JP 1-02)

**survey, liaison, and reconnaissance party**—A task organization formed from the Marine air-ground task force and Navy support element, which is introduced into the objective area prior to arrival of the fly-in echelon. The survey, liaison, and reconnaissance party conducts initial reconnaissance, establishes liaison with theater authorities and initiates preparations for arrival of the main body of the FIE and the maritime prepositioning ships squadron. Also called **SLRP**. (JP 1-02)

**tanker airlift control element**—A composite organization of the United States Air Force Air Mobility Command tailored to support airlift operations. The tanker airlift control element provides command and control for Air Mobility Command resources, offload, and aircraft services, and serves as the focal point for all airlift activities at an operating location. Also called **TALCE**.

**technical assistance and advisory team**—A team provided by Commander, Marine Corps Logistics Bases to provide assistance during the offload and regeneration of the maritime prepositioning ship. Also called **TAAT**.



# APPENDIX Y

## REFERENCES

### Department of Defense Regulation (DODR)

- 4500.9-R            Defense Transportation Regulation  
                         Vol. 1, Passenger Movement  
                         Vol. II, Cargo Movement  
                         Vol. III, Mobility  
                         Vol.V, Customs and Border Clearance Procedures

### Chairman of the Joint Chiefs of Staff Manuals (CJCSMs)

- 3122.01            Joint Operation Planning and Execution System (JOPES),  
                         Vol. I, Planning, Policies, and Procedures  
3122.02B          Joint Operation Planning and Execution System (JOPES),  
                         Vol. III, Crisis Action Time-Phased Force and  
                         Deployment Data Development and Deployment  
                         Execution  
3122.03A          Joint Operation Planning and Execution System (JOPES),  
                         Vol. II, Planning Formats and Guidance

### Joint Publications (JPs)

- 0-2                Unified Action Armed Forces (UNAAF)  
1-02              DOD Dictionary of Military and Associated Terms  
3-0                Doctrine for Joint Operations  
3-02              Joint Doctrine for Amphibious Operations  
3-02.2          Joint Doctrine for Amphibious Embarkation  
3-07.2          Joint Tactics, Techniques, and Procedures (JTTP)  
                         for Antiterrorism  
3-10              Joint Doctrine for Rear Area Operations  
4-0                Doctrine for Logistic Support of Joint Operations  
4-01              Joint Doctrine for the Defense Transportation System  
4-01.2          JTTP for Sealift Support to Joint Operations  
4-01.3          JTTP for Movement Control  
4-01.4          JTTP for Joint Theater Distribution  
4-01.5          JTTP for Transportation Terminal Operations  
4-01.6          JTTP for Joint Logistics Over-the-Shore  
4-01.7          JTTP for use of Intermodal Containers in Joint Operations  
4-01.8          JTTP for Joint Reception, Staging, Onward Movement, and  
                         Integration

4-02	Doctrine for Health Service Support in Joint Operations
4-02.2	JTTP for Patient Movement in Joint Operations
4-03	Joint Bulk Petroleum and Water Doctrine
4-05	Joint Doctrine for Mobilization Planning
4-05.1	JTTP for Manpower Mobilization and Demobilization Operations: Reserve Component Callup
4-07	JTTP for Common User Logistics During Joint Operations
4-08	Joint Doctrine for Logistic Support of Multinational Operations
4-09	Joint Doctrine for Global Distribution
5	Doctrine for Planning Joint Operations

### **Naval Doctrine Publications (NDPs)**

2	Naval Intelligence
4	Naval Logistics
5	Naval Planning

### **Naval Warfare Publications (NWP)**

2-01	Intelligence Support to Operations Afloat
3-07.2.1	Navy Doctrine for Antiterrorism/Force Protection
3-10	Naval Coastal Warfare
4-01	Naval Transportation
4-01.1	Navy Expeditionary Shore-Based Logistics Support and RSOI Operations
4-04	Navy Civil Engineering Operations
4-04.1	SEABEE Operations in the MAGTF
4-04.2	Naval Civil Engineer Operations for Component Commanders
4-08	Naval Supply Operations
5-01	Naval Operational Planning

### **Navy Tactics, Techniques, and Procedures (NTTP)**

4-02.2	Patient Movement
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**Navy/Marine Departmental Publication (NAVMC)**

2907 Maritime Prepositioning Force Prepositioning Objective (PO)

**Marine Corps Doctrine Publication (MCDP)**

MCDP 5 Planning

**Marine Corps Warfighting Publications (MCWPs)**

4-11 Tactical Level Logistics  
4-11.1 Health Service Support Operations  
4-11.3 Transportation Operations  
4-11.5 Bulk Liquids  
4-11.7 Supply Operations  
4-11.8 Services in an Expeditionary Environment  
4-12 Operational Level Logistics  
5-1 Marine Corps Planning Process

**Secretary of the Navy Instructions (SECNAVINSTs)**

5510.30A Department of Navy Personnel Security Program  
5510.36 Department of Navy (DON) Information Security Program (ISP)

**Chief of Naval Operations Instruction (OPNAVINST)**

5100.19D Navy Occupational Safety and Health (NAVOSH) Program Manual for Forces Afloat, Vols. I/II/III

**Bureau of Medicine and Surgery Instruction (BUMEDINST)**

6320.66D Credentials Review and Privileging Program

**Marine Corps Order (MCO)**

P3000.17A Maritime Prepositioning Force Planning and Policy Manual

**Miscellaneous**

Air Mobility Command Pamphlet (AMCP) 55-41, Civil Reserve  
Air Fleet (CRAF) Load Planning Guide

Aviation Logistics Support Ship T-AVB Logistics Planning Manual

Code of Federal Regulations (CFR) Title 10, Armed Forces

CFR Title 33, Navigation and Navigable Waters

CFR Title 46, Shipping

CFR Title 49, Transportation

Marine Corps Bulletin 3501, Maritime Prepositioning Force (MPF) Marine  
Expeditionary Brigade (MEB) Force List (F/L)

Marine Corps Intelligence Activity (MCIA)-1540-002-95, Generic  
Intelligence Requirements Handbook (GIRH)

NAVCOMPT Form 2275, Order for Work and Services

NAVSVC TR 91630, ESQD Arcs for Maritime Prepositioning Ships

US Marine Corps Technical Manual 4790-14/2C, Logistics Support for  
Maritime Prepositioning Ships (MPS) Program Maintenance and  
Materiel Management